



INTERSTATE 64 PENINSULA STUDY

VI. APPENDICES



INTERSTATE 64 PENINSULA STUDY

APPENDIX A: LIST OF PREPARERS

APPENDIX A: LIST OF PREPARERS

This **Final Environmental Impact Statement** was prepared by the U.S. Department of Transportation's Federal Highway Administration and the Virginia Department of Transportation with assistance from a team of consulting engineers and scientists led by McCormick Taylor, Inc. Key preparers of this document are listed as follows:

Federal Highway Administration

John Simkins

Planning and Environment Team Leader
Education: M.S. Environmental Sciences, B.S. Biology
Professional Experience: 15 Years
Role: FHWA Project Manager

Virginia Department of Transportation

Jeffrey Cutright, P.E.

Location and Design Division: Project Management Office Director
Education: B.S. Civil Engineering Technology
Professional Experience: 27 Years
Role: Engineering, Corridor Program Manager

Angel Deem

Environmental Division: Location Studies Program Director
Education: B.S. Biology
Professional Experience: 17 Years
Role: Location Studies Program Director

Nicholas Nies

Environmental Division: Location Studies Program Manager
Education: M.A. Transportation Policy, Operations, and Logistics, B.S. Health, Fitness, Park, Recreation Resource Management, Minor Biology, Certificate in Environmental Management
Professional Experience: 12 Years
Role: Former Project Manager

Scott Smizik, AICP

Environmental Division: Location Studies Project Manager
Education: Masters in Energy and Environmental Policy, B.A. Environmental Studies
Professional Experience: 11 Years
Role: Project Manager

Bill Guiher

Transportation Mobility Planning Division
Education: B.S. Civil Engineering
Professional Experience: 27 Years
Role: Traffic and Planning Technical Lead

Paul Kohler

Environmental Division: Noise Abatement Program Manager
Education: B.S. Biology
Professional Experience: 19 Years
Role: Noise Abatement Technical Lead

Antony Opperman

Environmental Division: Preservation Program Manager
Education: B.A. Anthropology, M.A. Anthropology
Professional Experience: 30 Years
Role: Historic Properties Technical Lead

Jim Ponticello

Environmental Division: Air Quality Program Manager
Education: B.S. Chemical Engineering, M.S. Civil/Environmental Engineering, B.S., Biology
Professional Experience: 18 Years
Role: Air Quality Technical Lead

Leo Snead, Jr., PWS

Environmental Division: Natural Resources
Education: B.S. Biology
Professional Experience: 32 Years
Role: Natural Resources Technical Lead

Ed Wallingford

Environmental Division: Hazardous Materials Program Manager
Education: B.S. Agronomy, M.S. Environmental Sciences and Engineering
Professional Experience: 27 Years
Role: Hazardous Materials Technical Lead

McCormick Taylor, Inc.

Richard Butala

Vice President/Senior Project Manager
Education: B.S. Environmental Resource Management, Minor Wildlife Science
Professional Experience: 25 Years
Role: Consultant Team Project Manager, NEPA Documents Writer, QA/QC

Brennan Collier

Associate/Environmental Group Leader
Education: B.A. Geology, B.A. Environmental Science, Minor Environmental Management
Professional Experience: 15 Years
Role: Environmental Studies Task Leader, NEPA Documents Writer

Patsy Napier

Senior Technical Advisor
Professional Experience: 44 Years
Role: Transportation Studies Task Leader

Scot Aitkenhead, PWS, CA

Senior Environmental Scientist
Education: B.S. Environmental Resource Management
Professional Experience: 10 Years
Role: Environmental Studies Specialist, Wetland and Stream Assessment

Virginia Bailey

Senior Environmental Specialist
Education: B.S. Environmental Resource Management
Professional Experience: 14 Years
Role: NEPA Documents Writer, Section 4(f) Specialist, QA/QC

Rebecca Behringer

Environmental Planner
Education: B.S. Environmental Science, Aquatic Resources Option, Minor Chemistry
Professional Experience: 7 Years
Role: Indirect and Cumulative Effects Specialist

Kelly Coleman

Senior Environmental Planner
Education: B.S. Environmental Science
Professional Experience: 17 Years
Role: Socioeconomics and Land Use Specialist; NEPA Documents Writer

Jack Cramer

Air Quality and Acoustical Scientist
Education: B.S. Geo-Environmental Studies
Professional Experience: 12 Years
Role: Air Quality Specialist

APPENDIX A: LIST OF PREPARERS

Adam Dall

Design Visualization Specialist
Education: A.S. Arts
Professional Experience: 11 Years
Role: Noise Specialist

Rick DeLong, P.E.

Associate/Engineering Group Leader
Education: B.S. Civil Engineering
Professional Experience: 19 Years
Role: Transportation Studies, QA/QC

Robyn Hartz

Transportation Environmental Specialist
Education: M.S. Transportation Engineering, M.C.R.P. City Planning, B.S. Civil Engineering
Professional Experience: 12 Years
Role: Noise Specialist

Douglas Holt

Transportation Designer
Education: B.A. General Studies
Professional Experience: 3 Years
Role: Noise Specialist

T. Ross Hudnall

GIS Coordinator
Education: B.A. Geography
Professional Experience: 7 Years
Role: GIS Analysis and Mapping

Carolyn Keeler

Senior Environmental Specialist
Education: M.S. Biology (Aquatic Ecology), B.S. Biology
Professional Experience: 18 Years
Role: Natural Resources Specialist, NEPA Documents Writer

Jeffrey Lasko

Acoustical Scientist
Education: B.S. Geo-Environmental Studies
Professional Experience: 6 Years
Role: Noise Specialist

Marc Lipschultz, P.E., PTOE

Senior Traffic Engineer
Education: M.S. Civil Engineering, B.S. Civil Engineering
Professional Experience: 13 Years
Role: Traffic Engineer

Cindy McCormick, P.E., PTOE

Senior Traffic Engineer
Education: M.S. Civil Engineering, B.S. Civil Engineering
Professional Experience: 20 Years
Role: Traffic Engineer

Alexander Nies

Environmental Specialist
Education: B.S. Environmental Science
Professional Experience: 1.5 Years
Role: Environmental Studies Specialist, Noise Specialist

Diane Nulton

Associate
Education: B.S. Biology
Professional Experience: 25 Years
Role: NEPA Documents Writer, Section 4(f) Specialist, QA/QC

Andrew Parker, P.E., PTOE

Traffic Engineer
Education: M.S. Civil Engineering, B.S. Civil Engineering
Professional Experience: 11 Years
Role: Traffic Engineer

Luke Sanders, E.I.

Transportation Designer
Education: B.S. Civil Engineering
Professional Experience: 1.5 Years
Role: Traffic Engineer

Barbara Shaffer

Associate/Senior Archaeologist
Education: M.A. Anthropology/Archaeology, M.A. Historic Preservation, B.S. Anthropology
Professional Experience: 23 Years
Role: Archaeologist

Drew Sullivan, E.I.

Transportation Designer
Education: B.S. Civil Engineering
Professional Experience: 1.5 Years
Role: Engineering Specialist

Robert Watts, P.E., PTOE

Transportation Engineer
Education: M.S. Civil Engineering, B.S. Civil Engineering
Professional Experience: 12 Years
Role: Traffic Engineer

Christopher Young, E.I.

Transportation Designer
Education: B.S. Engineering Technology
Professional Experience: 5 Years
Role: Engineering Specialist

Rummel, Klepper & Kahl, LLP

Barbara Hoage, PE, PTOE

Senior Director
Education: B.S. Civil Engineering
Professional Experience: 26 Years
Role: Travel Forecasting and Traffic Engineering Oversight

Robert Josef

Senior Engineer, Transportation
Education: M.S. Civil Engineering
Professional Experience: 23 Years
Role: Travel Forecasting

Sachin Katkar, PE

Project Engineer
Education: M.S. Civil Engineering
Professional Experience: 7 Years
Role: Traffic Analysis

Marcel Klik

Senior Engineer, Transportation
Education: M.S. Civil Engineering
Professional Experience: 19 Years
Role: Travel Forecasting and Traffic Analysis

STV Group, Inc.

Susan Paschal, AICP

Senior Planner
Education: M.S. City and Regional Planning, B.S. Natural Sciences and Mathematics
Professional Experience: 15 Years
Role: Intermodal Studies Specialist

Scot Sibert, AICP

Senior Transportation Planner
Education: M.S. Regional Planning, B.A. Geography
Professional Experience: 13 Years
Role: Intermodal Studies Specialist

APPENDIX A: LIST OF PREPARERS

Xi Zou

Freight Specialist
Education: M.S. Civil Engineering (Transportation),
M.S. Electrical Engineering
Professional Experience: 15 Years
Role: Intermodal Studies Specialist

Environmental, Engineering, and Education Solutions Consulting, Inc.

Taylor Sprenkle, PWD

Senior Environmental Scientist
Education: M.S. Biology, B.S. Biology
Professional Experience: 12 Years
Role: Small-Whorled Pogonia Habitat Assessment; Wetland and
Stream Assessment

Dovetail Cultural Resource Group

Kerri Barile

President
Education: Ph.D. Anthropology/Architectural History, M.A.
Anthropology, M. Certificate Museum Management, B.A. Historic
Preservation
Professional Experience: 19 Years
Role: Architectural History, Historic Archaeology

Mike Carmody

Vice President
Education: M.A. Anthropology,
B.A. Anthropology/Archaeology
Professional Experience: 18 Years
Role: Archaeology

Marco Gonzalez

Crew Chief/GIS Specialist
Education: G.I.S. Certificate Geographic Information Systems,
B.A. Anthropology, American History
Professional Experience: 10 Years
Role: Archaeology, GIS Analysis and Mapping

Mike Klein

Senior Archaeologist
Education: Ph.D. Anthropology,
M.A. Anthropology, B.A. History
Professional Experience: 26 Years
Role: Archaeology

Sean Maroney

Senior Architectural Historian/Historian
Education: M.L.I.S. Library and Information Science, M.
Certificate Museum Management,
B.A. Psychology/Biology
Professional Experience: 18 Years
Role: Architectural History, History

Intermodal Engineering

Valerie Henchel, P.E.

President
Education: M.A. Business Administration,
B.S. Civil Engineering
Professional Experience: 29 Years
Role: Traffic Data Collection



INTERSTATE 64 PENINSULA STUDY

APPENDIX B: DISTRIBUTION LIST

APPENDIX B: DISTRIBUTION LIST

The following is a list of the federal and state agencies, local governments and regional organizations that received the **Draft Environmental Impact Statement (EIS)** and are receiving this **Final EIS**.

Federal Agencies

Advisory Council on Historic Preservation, Office of Federal Agency Programs**
 U.S. Army Corps of Engineers*
 U.S. Coast Guard*
 U.S. Department of Agriculture, Natural Resources Conservation Service, Chesapeake Office**
 U.S. Department of Commerce, National Oceanic and Atmospheric Administration**
 U.S. Department of Defense, Camp Peary**
 U.S. Department of Housing and Urban Development**
 U.S. Department of the Interior, Fish and Wildlife Service*
 U.S. Department of the Interior, National Park Service*
 U.S. Department of the Interior, Office of Environmental Project Review**
 U.S. Department of the Navy**
 U.S. Department of Transportation, Federal Railroad Administration**
 U.S. Department of Transportation, Federal Transit Administration**
 U.S. Environmental Protection Agency*

State Agencies

Virginia Department of Agriculture and Consumer Services
 Virginia Department of Aviation
 Virginia Department of Conservation and Recreation
 Virginia Department of Environmental Quality
 Virginia Department of Forestry
 Virginia Department of Game and Inland Fisheries
 Virginia Department of Health, Office of Drinking Water
 Virginia Department of Historic Resources
 Virginia Department of Housing and Community Development
 Virginia Department of Mines, Minerals and Energy**
 Virginia Department of Rail and Public Transportation
 Virginia Economic Development Partnership
 Virginia Institute of Marine Science
 Virginia Marine Resources Commission
 Virginia Outdoors Foundation

Local Governments

City of Hampton
 City of Newport News
 City of Richmond
 City of Williamsburg
 Henrico County
 James City County**
 New Kent County**
 York County**

Regional Organizations

Hampton Roads Transportation Planning Organization**
 Richmond Area Metropolitan Planning Organization**

*Cooperating Agency – Any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency.

**Participating Agency – Federal, state, tribal, regional and local government agencies that may have an interest in the project. Non-governmental organizations and private entities cannot serve as participating agencies.



INTERSTATE 64 PENINSULA STUDY

APPENDIX C: LIST OF TECHNICAL MEMORANDUMS AND DOCUMENTATION

APPENDIX C: LIST OF TECHNICAL MEMORANDUMS AND DOCUMENTATION

- *Air Quality Technical Memorandum* (October 2012).
- *Alternatives Development Technical Memorandum* (December 2013)*.
- *Historic Properties Documentation* (October 2012).
- *Indirect and Cumulative Effects Technical Memorandum* (December 2013).
- *Natural Resources Technical Memorandum* (October 2012).
- *Noise Technical Memorandum* (December 2013)*.
- *Purpose and Need Technical Memorandum* (October 2012).
- *Right of Way Technical Memorandum* (October 2012).
- *Socioeconomic and Land Use Technical Memorandum* (December 2013)*.
- *Traffic and Transportation Technical Memorandum* (December 2013)*.

*Updates since the **Draft Environmental Impact Statement (EIS)** are documented on an errata sheet in this memorandum.



INTERSTATE 64 PENINSULA STUDY

APPENDIX D: REFERENCES

APPENDIX D: REFERENCES

- American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, Fifth Edition, Washington DC, 2004.
- American Association of State Highway and Transportation Officials, *Roadside Design Guide*, Third Edition, Washington DC, 2006.
- American Transportation Research Institute, *Freight Performance Measures*, 2009-2010.
- City of Hampton, *2010 Comprehensive Plan*, Adopted December 1989.
- City of Hampton, *Community Plan 2006*, <http://www.hampton.gov/community-plan>
- City of Hampton GIS, furnished March 2011.
- City of Hampton, *Hampton Comprehensive Waterways Management Plan*, Final Report.
- City of Hampton, *Manual of Stormwater Management Practices*, June 1991.
- City of Newport News Comprehensive Plan, *Framework for the Future 2030*, <http://www.nngov.com/planning/resources/FFF08>
- City of Newport News GIS, furnished February 2011.
- City of Richmond GIS, furnished February 2011.
- City of Richmond Master Plan 2000-2010, <http://www.richmondgov.com/planninganddevelopmentreview/PlansAndDocuments.aspx>
- City of Richmond Redevelopment and Housing Authority, <http://www.rrha.org>
- City of Richmond, *Zoning Ordinance*, July 26, 2004. Including Supplements through July 14, 2008 and all Zoning Amendments through January 9, 2012.
- Claggett, Michael, Ph.D. and Jeffery Houk. *The Easy Mobile Inventory Tool – EMIT*. Santa Fe, New Mexico 87505: FHWA Resource Center,
- Eckoff, P. and T. Braverman. Addendum to the CAL3QHC Version 2.0 Users Guide.
- ESRI Basemap Service - World Topographic Map, March 2012.
- ESRI World Streetmap Data, <http://www.esri.com/data/free-data/index.html>
- Federal Highway Administration, *Federal Aid Policy Guide 23 CFR 772*, U.S. Government Printing Office, updated December 9, 1991.
- Federal Highway Administration and the Virginia Department of Transportation, *Procedures for Updating Air Studies When New Planning Assumptions Become Available*, October 28, 2004.
- Federal Highway Administration, *Freight Analysis Framework, Version 3*, 2011.
- Google Maps, <http://maps.google.com>
- Greater Richmond Partnership, Inc., <http://www.grpva.com/>
- Greater Richmond Transit Company, <http://www.ridegrtc.com/>
- Hampton Roads Performs, <http://www.hamptonroadspersforms.com>
- Hampton Roads Sanitation District, <http://www.hrsd.com/images/FastFactsServiceAreaMap2.jpg>
- Hampton Roads Transportation Planning Organization, *2034 Long-Range Transportation Plan*.
- Hampton Roads Transportation Planning Organization, *2035 Long-Range Transportation Plan*.
- Hampton Roads Transportation Planning Organization, *Hampton Roads Military Transportation Needs Study*, September 2011.
- Hampton Roads Transportation Planning Organization, *Traffic Impact of an Inland Port in Hampton Roads*, September 2011.
- Henrico County GIS, furnished March 2011.
- Henrico County, *Henrico Vision 2026*, <http://www.co.henrico.va.us/planning/projects/2026-comprehensive-plan/>
- Henrico County Water Supply Plan*, August 2011.
- James City County 2009 Comprehensive Plan*, <http://www.jccegov.com/news/fyi/september09/index.html>
- James City County GIS, furnished February 2011.
- National Oceanic and Atmospheric Administration Tide Chart Number 12243.
- National Oceanic and Atmospheric Administration. Amendment 1 to the Consolidate HMS FMP. Chapter 5. June 2009.
- National Oceanic and Atmospheric Administration. Essential Fish Habitat Mapper v2.0 and EFH data inventory, http://sharpfin.nmfs.noaa.gov/website/EFH_Mapper/map.aspx
- New Kent County GIS, furnished March 2011.
- New Kent County Comprehensive Plan Vision 2020*, <http://www.co.new-kent.va.us/planningcomm/revcompplan/00COMPPLANF.pdf>
- New Kent County, Water & Sewer Department, <http://www.co.new-kent.va.us/>
- North Carolina, *Guidance for Assessing Indirect and Cumulative Impacts of Transportation Projects in North Carolina*, 2001.
- Port of Virginia. *Express Barge Service Marks 100th Sailing*, 2010, <http://blog.portofvirginia.com/my-blog/2010/08/64-express-barge-service-marks-100th-sailing.html>
- Richmond Area Metropolitan Planning Organization, *2034 Long-Range Transportation Plan*.
- Richmond Regional Planning District Commission, *2035 Long Range Transportation Plan*.
- Shudtz, P and Brown, D *Freight Rail Investing in Virginia*, CSX and Norfolk-Southern, 2005.
- Soil Survey Geographic (SSURGO) database for City of Richmond, Virginia - VA760, February 17, 2010.
- Soil Survey Geographic (SSURGO) database for Henrico County, Virginia - VA087, October 4, 2011.
- Soil Survey Geographic (SSURGO) database for James City and York Counties and the City of Williamsburg, Virginia – VA695, August 9, 2010.
- Soil Survey Geographic (SSURGO) database for New Kent County, Virginia - VA127, February 23, 2010.
- Soil Survey Geographic (SSURGO) database for Tidewater Cities Area, Virginia - VA715, January 26, 2010.
- Transportation Research Board and National Research Council, *Highway Capacity Manual, HCM 2010*, 2010.
- U.S. Army Corps of Engineers, *A Classification of Wetlands and Deepwater Habitats of the U.S.* (Cowardin et al. 1979).
- U.S. Census Bureau (2000 Data) American FactFinder website: <http://factfinder.census.gov>

APPENDIX D: REFERENCES

- U.S. Census Bureau (2010 Data) American FactFinder website: <http://factfinder.census.gov>
- U.S. Department of Agriculture, Natural Resources Conservation Service.
- U.S. Department of Transportation, Federal Highway Administration, *FHWA Traffic Noise Model User's Guide*, FHWA Report No. FHWA-PD-96-009, January 1998.
- U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Guidance*, July 2010.
- U.S. Department of Transportation, Federal Highway Administration, *Measurement of Highway-Related Noise*, FHWA Report No. FHWA-PD-96-046, May 1996.
- U.S. Department of Transportation, Federal Highway Administration, *New Freight Traffic Data Point to More Congestion on Key Highways*, Press Release, September 21, 2011.
- U.S. Environmental Protection Agency and the Federal Highway Administration. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*, September 30, 2009.
- U.S. Environmental Protection Agency and Federal Highway Administration, *Transportation Conformity Guidance for Qualitative Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas*, March 2006.
- U.S. Environmental Protection Agency, *USEPA's User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections* USEPA-454/R-92-006, November 1992.
- U.S. Environmental Protection Agency, *USEPA's User's Guide to MOBILE6.1 and MOBILE6.2 Mobile Source Emission Factor Model*. Report Number USEPA420-R-03-010, August 2003.
- U.S. Environmental Protection Agency, *Guideline for Modeling Carbon Monoxide from Roadway Intersections*, Report Number USEPA-454/R-92-005, November 1992.
- U.S. Environmental Protection Agency, Information on Health and Environmental Effects of Particulate Matter, www.USEPA.gov/air/particulatepollution/health.html
- U.S. Environmental Protection Agency, National Ambient Air Quality Standards, <http://www.USEPA.gov/air/criteria.html>
- U.S. Fish and Wildlife Service, Information, Planning and Conservation System, <http://ecos.fws.gov/ipac>
- Virginia Department of Conservation and Recreation, Natural Heritage Division, http://www.dcr.virginia.gov/natural_heritage/
- Virginia Department of Conservation and Recreation, Virginia Conservation Lands Database, http://www.dcr.virginia.gov/natural_heritage/clinfo.shtml
- Virginia Department of Environmental Quality Groundwater Program, <http://www.deq.state.va.us/Programs/Water/WaterSupplyWaterQuantity.aspx>
- Virginia Department of Environmental Quality, *Virginia Water Quality Assessment 305(b) / 303(d) Integrated Report – 2010* and Interactive Mapping, <http://www.deq.state.va.us/connectwithdeq/vegis.aspx>
- Virginia Department of Game and Inland Fisheries, Fish and Wildlife Information System Database, <http://www.vafwis.org/fwis>
- Virginia Department of Rail and Public Transportation, *Hampton Roads Regional Transit Vision Plan*, February 2011.
- Virginia Department of Transportation, Bridge Inspection Reports, 2011.
- Virginia Department of Transportation, *Consultant Guide, Air Quality Project-Level Analysis*, Revision 18, May 2009.
- Virginia Department of Transportation, *Highway Traffic Noise Impact Analysis Guidance Manual*, approved March 15, 2011, effective July 13, 2011, updated September 16, 2011.
- Virginia Department of Transportation, I-64 As-Built Plans, provided by the Department over a four month period in 2011.
- Virginia Department of Transportation, Planning Level Cost Estimate Spreadsheet, 2009.
- Virginia Department of Transportation. *Road Design Manual*, 2005, revised January 2012.
- Virginia Department of Transportation, Section 107.14(b) 3 Noise (VDOT, 2002).
- Virginia Department of Transportation, Statewide Crash Database, 2008-2010.
- Virginia Department of Transportation, Statewide Traffic Data, 2010, <http://www.virginiadot.org/info/ct-trafficcounts.asp>
- Virginia Department of Transportation, Structure Inspection Reports, provided by the Department over a four month period in 2011.
- Virginia Department of Transportation, Six-Year Improvement Plan.
- Virginia Department of Transportation, *Virginia Statewide Multimodal Freight Study*, Final Report, 2010.
- Virginia Division of Mineral Resources, Geologic Map of Virginia, 1993.
- Virginia Employment Commission, <http://www.vec.virginia.gov>
- Virginia Geographic Information Network (VGIN), various GIS mapping, 2011, <http://www.vita.virginia.gov/isp/default.aspx?id=12094>
- Virginia Institute of Marine Science Submerged Aquatic Vegetation in Chesapeake Bay and Coastal Bay 2011 Interactive Map, <http://web.vims.edu/bio/sav/maps.html>
- Virginia Land Use Cover, <http://www.lib.virginia.edu/scholarslab/resources/gis/vagaz/index.html>
- Virginia State Noise Abatement Policy*, http://www.virginiadot.org/projects/resources/noisewalls/State_Noise_Abatment_Policy.pdf
- Virginia State Water Control Board, VAC 25-260 Virginia Water Quality Standards.
- Virginia's Comprehensive Wildlife Conservation Strategy, Virginia Department of Game and Inland Fisheries, 2005.
- York County Comprehensive Plan, *Charting the Course to 2025*, <http://www.yorkcounty.gov/Default.aspx?tabid=1723>
- York County GIS, furnished February 2011.



INTERSTATE 64 PENINSULA STUDY

APPENDIX E: ACRONYMS

APPENDIX E: ACRONYMS

AADT	Average Annual Daily Traffic	HAPC	Habitat Area of Particular Concern	O ₃	Ozone
AASHTO	American Association of State Highway and Transportation Officials	HCM	<i>Highway Capacity Manual</i>	PCB	Polychlorinated Biphenyl
AAWDT	Annual Average Weekday Traffic	HCS	Highway Capacity Software	PCE	Passenger Car Equivalent
ABPP	American Battlefield Protection Program	HOT	High Occupancy Toll	PDC	Planning District Commission
ACHP	Advisory Council on Historic Preservation	HOV	High Occupancy Vehicle	PE	Preliminary Engineering
APF	Area Protected from Fishing	HUC	Hydrologic Unit Code	PM	Particulate Matter
CAA	Clean Air Act	I	Interstate	PPM	Parts Per Million
CAAA	Clean Air Act Amendments of 1990	I-295	Interstate 295	PWC	Personal Water Craft
CCB	Center for Conservation Biology	I-64	Interstate 64	RMA	Resource Management Area
CEQ	Council on Environmental Quality	I-664	Interstate 664	ROD	Record of Decision
CNE	Common Noise Environments	I-95	Interstate 95	ROW	Right of Way
CO	Carbon Monoxide	ICE	Indirect and Cumulative Effects	RPA	Resource Protection Area
Corps	U.S. Army Corps of Engineers	IMR	<i>Interchange Modification Report</i>	RSTP	Regional Surface Transportation Plan
CSXT	CSX Transportation	IPaC	Information, Planning, and Conservation	SAV	Submerged Aquatic Vegetation
CTB	Commonwealth Transportation Board	LAFB	Langley Air Force Base	SE	State Endangered
CWA	Clean Water Act	Leq	Equivalent Noise Level	SHPO	State Historic Preservation Office
CZMA	Coastal Zone Management Area	LOS	Level of Service	SIP	State Implementation Plan
dB(A)	A-Weighted Decibel Scale	L RTP	Long Range Transportation Plan	SSD	Stopping Sight Distance
DOT	Department of Transportation	MM	Mile Marker	ST	State Threatened
EBL	Express Bus Lanes	MOU	Memorandum of Understanding	STIP	Statewide Transportation Improvement Program
EFH	Essential Fish Habitat	MOVES	Motor Vehicle Emissions Simulator	STRAHNET	Strategic Highway Network
EIS	Environmental Impact Statement	MPO	Metropolitan Planning Organization	SYIP	Six-Year Improvement Program
EMIT	Easy Mobile Inventory Tool	MSAT	Mobile Source Air Toxics	TDM	Travel Demand Management
ESA	Endangered Species Act	MSL	Mean Sea Level	TIP	Transportation Improvement Program
ESRI	Environmental Systems Research Institute	MTP	Metropolitan Transportation Plan	TMDL	Total Maximum Daily Load
ETL	Express Toll Lanes	NAAQS	National Ambient Air Quality Standards	TPO	Transportation Planning Organization
FE	Federal Endangered	NAC	Noise Abatement Criteria	TRB	Transportation Research Board
FEMA	Federal Emergency Management Agency	Navy	United States Department of Navy	TSM	Transportation Systems Management
FHWA	Federal Highway Administration	NEPA	National Environmental Policy Act	USCG	United States Coast Guard
FIRM	Flood Insurance Rate Maps	NHD	Natural Heritage Division	USDA	United States Department of Agriculture
FRA	Federal Railroad Administration	NHPA	National Historic Preservation Act	USDHHS	United States. Department of Health and Human Services
FT	Federal Threatened	NHS	National Highway System	USDOD	United States Department of Defense
FTA	Federal Transit Administration	NMFS	National Marine Fisheries Service	USDOT	United States Department of Transportation
GIS	Geographic Information Systems	NOAA	National Oceanic and Atmospheric Administration	USEPA	United States Environmental Protection Agency
GPS	Global Positioning System	NOx	Nitrogen Oxide	USFWS	United States Fish and Wildlife Service
GRTC	Greater Richmond Transit Company	NRCS	Natural Resources Conservation Service	USGS	United States Geologic Survey
GWMA	Ground Water Management Area	NRI	National Rivers Inventory	USM	Unified Stream Methodology
		NS	Norfolk Southern Railroad		
		NWI	National Wetlands Inventory		

APPENDIX E: ACRONYMS

USNPS	U.S. National Park Service
USOMB	U.S. Office of Management and Budget
VCZMP	Virginia’s Coastal Zone Management Program
VDACS	Virginia Department of Agriculture and Consumer Services
VDCR	Virginia Department of Conservation and Recreation
VDEQ	Virginia Department of Environmental Quality
VDGIF	Virginia Department of Game and Inland Fisheries
VDH	Virginia Department of Health
VDHR	Virginia Department of Historic Resources
VDRPT	Virginia Department of Rail and Public Transportation
VDOT	Virginia Department of Transportation
VEC	Virginia Employment Commission
VFWIS	Virginia Fish and Wildlife Information Service
VIMS	Virginia Institute of Marine Science
VMRC	Virginia Marine Resources Commission
VOC	Volatile Organic Compounds
VPA	Virginia Port Authority
VPD	Vehicles Per Day
VRE	Virginia Railway Express
VWPP	Virginia Water Protection Permit
WUS	Waters of the United States



INTERSTATE 64 PENINSULA STUDY

APPENDIX F: GLOSSARY

APPENDIX F: GLOSSARY

Abatement-

diminution in amount, degree or intensity.

Aesthetics-

is a branch of philosophy dealing with the nature of beauty, art and taste, with the creation and appreciation of beauty.

Alternatives-

number of possible solutions to addressing the need for improvements.

Anadromous-

migrating up rivers from the sea to breed in fresh water.

Analyses-

detailed examination of the elements or structure of something, typically as a basis for discussion or interpretation.

Anthropogenic-

created by people or caused by human activity.

Basin-

a small enclosed or partly enclosed body of water.

Capacity-

the ability to hold, receive, store or accommodate.

Contraflow-

the altering of the normal flow of traffic, typically on a controlled-access highway.

Corridor-

a broad geographical band that follows a general directional flow connecting major travel destinations that may contain a number of streets, highways and transit route alignments.

Crash (Highway)-

an event that produces injury and/or property damage, involves a motor vehicle in transport and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

Culvert-

a sewer or drain crossing under a road or embankment.

U.S. Department of Transportation-

establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction, urban mass transit, railroads, aviation and the safety of waterways, ports, highways and oil and gas pipelines. The Department of Transportation was established by act of October 15, 1966, as amended (49 U.S.C. 102 and 102 note), "to assure the coordinated,

effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient and convenient transportation at the lowest cost consistent therewith".

De minimis-

lacking significance or importance so minor as to merit disregard.

Deficiencies-

the quality or condition of being deficient.

Degradation-

decline to a low, destitute, or demoralized state.

Deterioration-

the action or process of deteriorating the state of having deteriorated.

Earth Berms-

a narrow ledge or shelf, as along the top or bottom of a slope.

Ecological-

relating to the science of the relationships between organisms and their environments.

Encroachment-

is a term which implies "advance beyond proper limits".

Environmental Impact Statement-

report developed as part of the National Environmental Policy Act requirements, which details any significant adverse economic, social and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

Environmental Protection Agency-

an organization that's mission is to protect human health and the environment, works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance.

Ephemeral-

lasting for a markedly brief time.

Exacerbated-

to increase the severity, violence or bitterness of.

Federal Highway Administration-

a branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges. The Federal Highway Administration also administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other federal lands roads. The Federal Highway Administration became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation.

Foraging-

the act of looking or searching for food or provisions.

Functional Classification-

process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Geographic Information System/GIS-

computerized data management system designed to capture, store, retrieve, analyze and display geographically referenced information.

Groundwater-

naturally-occurring water that moves through the ground and underlying rock, at a depth of several feet to several hundred feet.

Hazardous Material-

any toxic substance or explosive, corrosive, combustible, poisonous or radioactive material that poses a risk to the public's health, safety or property, particularly when transported in commerce.

Highway-

any road, street, parkway or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto.

APPENDIX F: GLOSSARY

Hydrophytic Vegetation-

plants that have adapted to living in aquatic environments. These plants are also called hydrophytes.

Infrastructure-

the underlying foundation or basic framework (as of a system or organization).

Interchange-

a collection of ramps, exits and entrances between two or more highways.

Intersection-

1) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2) Used to describe the point where two roadways cross or meet.

Interstate Highway-

limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the interstate system.

Interstate Highway System-

the system of highways that connects the principal metropolitan areas, cities and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.

Level of Service-

the concept of levels of service uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.

Macroinvertebrates-

animals that have no backbone and are visible without magnification.

Mile-

a statute mile (5,280 feet), all mileage computations are based on statute miles.

Mitigation-

to lessen in force or intensity.

National Environmental Policy Act of 1969-

established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

Proliferation-

to grow or multiply by rapidly producing new tissue, parts, cells, or offspring.

Public Meeting or Hearing-

gatherings for the purpose of informing and soliciting input from interested individuals regarding transportation issues.

Receptor-

locations that may be affected by noise.

Record of Decision-

the National Environmental Policy Act defines ROD as a concise public record or decision prepared by the federal agency, pursuant to NEPA. The ROD contains a statement of the decision, identification of all alternatives considered, identification of the environmentally preferred alternative, a statement as to whether all practical means to avoid or minimize environmental harm for the alternative selected have been adopted (and if not, why they were not), and a summary of monitoring and enforcement where applicable for any mitigation (40 CFR 1505.2).

Right of Way-

the land (usually a strip) acquired for or devoted to highway transportation purposes.

Road-

An open way for the passage of vehicles, persons, or animals on land.

Scoping-

opportunity for exercising the faculties or abilities.

Segmentally-

divided or organized into segments.

Socioeconomics-

involving social as well as economic factors.

Stakeholder-

a person, group, organization, member or system who affects or can be affected by an organization's actions.

Subaqueous-

occurring, appearing, formed, or used under water.

Synopsis-

a brief summary of the major points of a written work, either as prose or as a table.

Topography-

detailed, precise description of a place or region.

Viability-

is the ability of a thing (a living organism, an artificial system, an idea, etc.) to maintain itself or recover its potentialities.

Watershed-

a specific geographic area drained by a major stream or river.

Wetland-

a land area that is saturated with water, either permanently or seasonally, such that it takes on characteristics that distinguish it as a distinct ecosystem.



INTERSTATE 64 PENINSULA STUDY

APPENDIX G: INDEX

APPENDIX G: INDEX

Agricultural/Forestal Districts (AFD), III-6, III-7, III-8, III-13, III-15, V-2

Aquifers, III-44, III-45

Archaeological Sites, III-15, III-67, III-68, III-69, III-70, IV-4

Architectural Resources, III-63, III-64, III-65, III-66, III-68, III-71, III-72, III-73, VI-4, VI-5, VI-6

Battlefields, ES-6, III-61, III-63, III-64, III-65, III-66, III-68, III-70, III-76, III-89, IV-4, V-2, VI-1, VI-2, VI-3, VI-4, VI-5, VII-6

Bridge, ES-8, II-17, III-18, III-29, III-41, III-46, III-67, III-74, III-84, III-85, III-87, III-90, III-91, III-92, III-93

Carbon Monoxide (CO), III-20, III-21

Census, III-2, III-3, III-4, III-5, III-6, III-7, III-8, III-9, III-10, III-11, III-12, III-14, III-86, III-87

City of Hampton, ES-1, ES-3, ES-4, ES-7, I-1, I-3, I-5, I-6, I-9, I-11, II-1, II-3, II-4, II-6, II-9, II-10, II-15, II-16, III-2, III-4, III-10, III-11, III-12, III-13, III-14, III-16, III-17, III-18, III-21, III-28, III-37, III-44, III-47, III-57, III-58, III-59, III-61, III-62, III-77, III-79, III-86, III-87, III-90, IV-1, IV-2, IV-3, IV-4, IV-5

City of Newport News, ES-3, ES-5, ES-7, ES-8, I-5, I-6, I-9, II-3, II-6, II-9, II-17, III-2, III-3, III-4, III-10, III-11, III-12, III-13, III-16, III-21, III-28, III-37, III-44, III-57, III-58, III-59, III-62, III-75, III-76, III-77, III-86, III-87, III-90, III-91, IV-1, IV-2, IV-3, IV-4, IV-5

City of Richmond, ES-1, ES-3, ES-4, ES-7, I-1, I-5, I-6, I-9, I-11, II-1, II-3, II-4, II-6, II-9, II-10, II-15, II-16, III-2, III-3, III-4, III-5, III-10, III-11, III-12, III-13, III-17, III-21, III-37, III-44, III-57, III-58, III-59, III-61, III-62, III-68, III-86, III-87, III-90, III-91, IV-1, IV-2, IV-3, IV-4, IV-5

City of Williamsburg, ES-5, ES-8, I-9, II-9, II-17, III-10, III-13, III-16, III-59, III-61, IV-1, IV-3, IV-5

Commercial Center, III-13

Commercial Facilities, I-9

Community Facilities, III-1, III-2, III-3, III-6, III-7, III-8, III-9, III-13, III-84, III-86, III-87

Drinking Water, III-44, III-45

Emergent Wetlands, III-41

Environmental Justice (EJ), III-1, III-2, III-3, III-6, III-7, III-8, III-9, III-13, III-84, III-86, III-87

Farmlands of Statewide Importance, ES-6, III-13, III-14, III-15, V-2

Floodplains, ES-6, III-1, III-38, III-39, III-40, III-46, III-47, III-85, III-88, V-2

Geometric Deficiencies, ES-1, ES-4, II-1, II-3, II-6

Groundwater, III-1, III-38, III-39, III-40, III-41, III-44, III-45, III-78, III-79, III-85

Hampton Roads Transportation Planning Organization, ES-3, ES-5, ES-7, ES-8, I-5, I-9, II-6, III-1, III-2, III-5, III-9, III-11, III-14, III-16, III-17, III-21, III-28, III-41, III-43, III-45, III-46, III-57, III-59, III-61, III-67, III-78, IV-1, IV-2, IV-4, IV-5, IV-6, V-1

Hazardous Materials, III-78

Henrico County, I-5, II-6, II-9, II-10, III-2, III-4, III-10, III-11, III-12, III-13, III-14, III-15, III-21, III-59, III-68, III-74, III-86, III-87, III-90, III-91, IV-1, IV-2

Historic Districts, III-61, III-63, III-64, III-65, III-66, III-68, III-69, III-71, III-72, III-73, III-89

Historic Properties, ES-6, ES-7, ES-8, III-1, III-61, III-63, III-64, III-65, III-66, III-67, III-68, III-70, III-89, IV-4, V-1

Impaired Waters, ES-6, ES-8, III-38, III-39, III-40, III-41, III-42, III-43, III-88, V-2

Industrial Park, III-90, III-91

James City County, I-5, I-6, I-9, II-6, II-9, III-4, III-8, III-10, III-11, III-12, III-13, III-14, III-15, III-16, III-21, III-59, III-91, IV-1, IV-2, IV-4, IV-5

Land Use, ES-7, ES-8, I-1, I-6, III-1, III-2, III-11, III-13, III-14, III-28, III-58, III-83, III-84, III-85, III-86, III-87, III-89, III-90, III-92, V-1

Level of Service (LOS), ES-1, ES-3, ES-4, I-3, I-4, I-5, I-6, I-9, I-10, II-1, II-3, II-4, II-6, II-10, II-15, III-17

APPENDIX G: INDEX

Long Range Plan (LRP) , II-10	Particulate Matter , III-20	River Basin , III-37, III-42, III-59, III-87
Long Range Transportation Plan (LRTP) , ES-3, ES-5, ES-7, I-9, II-6, II-17, III-21	Passenger Rail Service , ES-3, ES-7, I-9, II-3, II-4	Safety , ES-1, ES-3, ES-7, I-1, I-3, I-6, I-9, I-11, II-1, II-3, II-4, II-16, III-20, III-29, III-84, III-93, III-95, III-96
Low-Income Populations , ES-6, III-3, III-4, III-5, III-87, V-2	Petroleum Release , III-78	Schools , ES-6, III-2, III-6, III-7, III-8, III-10, III-13, III-29, III-30, III-31, III-32, III-84, III-86, III-89, III-92, IV-3, V-2
Minority Populations , III-4, III-5, III-87, V-2	Phased Approach , ES-3, ES-7, I-9, II-3, II-4	Structure , ES-1, ES-5, I-1, I-6, I-9, I-11, II-3, II-17, III-3, III-11, III-13, III-29, III-58, III-77, III-95, III-96
Mitigation , ES-7, ES-8, II-16, III-1, III-3, III-5, III-9, III-11, III-14, III-16, III-19, III-28, III-29, III-37, III-41, III-44, III-45, III-46, III-57, III-60, III-62, III-68, III-83, III-84, III-85, III-88, V-1	Preferred Alternative , ES-1, ES-3, ES-4, ES-5, ES-6, ES-8, II-4, II-10, II-15, II-16, II-17, III-1, III-2, III-3, III-5, III-9, III-11, III-14, III-15, III-16, III-17, III-18, III-21, III-22, III-26, III-27, III-28, III-29, III-30, III-31, III-32, III-33, III-41, III-42, III-43, III-44, III-45, III-46, III-47, III-57, III-59, III-60, III-61, III-62, III-67, III-68, III-69, III-74, III-75, III-76, III-77, III-78, IV-4, IV-5, IV-6, V-1, V-2	Surface Water , ES-8, III-6, III-7, III-8, III-23, III-24, III-25, III-34, III-35, III-36, III-37, III-38, III-39, III-40, III-41, III-42, III-43, III-44, III-45, III-46, III-48, III-49, III-50, III-51, III-52, III-53, III-54, III-55, III-56, III-64, III-65, III-66, III-71, III-72, III-73, III-80, III-81, III-82, III-85, III-88, III-93
Mobile Source Air Toxics (MSAT) , III-20, III-21, III-22, III-26, III-27	Prime Farmlands , ES-6, III-6, III-7, III-8, III-13, III-14, III-15, V-2	Threatened and Endangered Species (T&E) , ES-6, ES-8, III-1, III-47, III-48, III-49, III-50, III-51, III-52, III-53, III-54, III-55, III-56, III-57, III-58, III-85, III-89, V-2
National Ambient Air Quality Standards , ES-6, III-20, III-22, V-2	Programmatic Agreement , ES-8, III-63, III-67, III-68, III-70, IV-4	Tidal , ES-6, ES-8, III-13, III-37, III-41, III-42, III-46, III-59, III-61, III-87, III-88, III-93, V-2
National Historic Preservation Act (NHPA) , ES-6, III-20, III-22, V-2	Rail/Railroad , ES-1, ES-3, ES-5, ES-7, I-1, I-5, I-9, II-1, II-3, II-4, II-6, II-17, III-10, III-11, III-29, III-84, III-90, III-91, IV-1, IV-2	Tidewater Super-Regional Travel Model , ES-3, I-9, I-II, II-6
National Pollutant Discharge Elimination System , III-93	Record of Decision (ROD) , ES-5, ES-7, II-4, II-17, III-70, III-85, III-86, III-89, III-90, IV-4, IV-6, V-1	Tolling , ES-3, ES-4, ES-8, II-4, II-10, II-15, II-16, III-21, III-22, IV-4, V-2
Natural Heritage Resource (NHR) , III-47, III-58	Resolution , ES-5, ES-8, II-17, IV-5	Topography , III-29, III-61
Neighborhoods , III-1, III-2, III-3, III-5, III-13, III-14, III-61, III-84, III-86, III-87	Richmond Area Metropolitan Planning Organization (RAMPO) , ES-3, II-6, III-1, III-21, IV-1, IV-4, V-1	Tourism , III-75
Nitrogen oxides (NO) , III-92	Reservoir , ES-6, II-6, III-13, III-16, III-43, III-44, III-45, III-46, III-61, III-67, III-85, V-2	Trout Waters , III-58
Ozone (O₃) , III-20, III-21		
Parks and Recreation Areas , III-15, III-16, III-61, III-92		

APPENDIX G: INDEX

Water Quality, III-1, III-41, III-42, III-43, III-44, III-45, III-60, III-83, III-84, III-85, III-87, III-88, III-93, III-94

Waters of the United States (WUS), ES-8, III-1, III-37, III-41, III-42, III-84, III-85, III-87, III-88, III-93

Wetlands, ES-6, ES-8, III-1, III-37, III-38, III-39, III-40, III-41, III-42, III-58, III-59, III-61, III-84, III-85, III-87, III-88, III-93, IV-4, V-2

Wild and Scenic River, III-58

Wildlife and Habitat, III-1, III-57, III-58, III-60, III-94, V-1

York County, II-6, II-9, III-4, III-10, III-11, III-12, III-13, III-14, III-15, III-16, III-21, III-47, III-59, III-90, IV-1, IV-2, IV-4, IV-5



INTERSTATE 64 PENINSULA STUDY

APPENDIX H: COMMENTS ON THE DRAFT EIS



INTERSTATE 64 PENINSULA STUDY

SUMMARY OF FEDERAL, STATE, AND LOCAL GOVERNMENT AND REPRESENTATIVE PUBLIC COMMENTS

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
1	Federal	United States Army Corps of Engineers	1.1	Please give the rationale as to why a Level of Service (LOS) of "C" was set as the goal along the entire mainline corridor, as it is our understanding that an LOS of "D" may be acceptable in urban settings, and therefore, might be appropriate at both ends of the project corridor. Assuming an LOS of "D" would be appropriate in these areas, what would be the reduction in impacts to waters of the United States, including wetlands? We note that some of the Interchanges and intersections are already being designed to an LOS "D" or less under all Build Alternatives.	A description of why Level of Service (LOS) C was set as the goal along the entire corridor is included in Chapter I - Purpose and Need of this Final Environmental Impact Statement (EIS) . This description states that "A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway Transportation Officials (AASHTO), is referenced in the Code of Federal Regulations and is used to provide the level of service standard for highways on the National Highway System (NHS), which includes Interstate 64 (I-64). The LOS standard for mainline operations along freeway facilities is LOS B in rural areas and LOS C in urban areas. Based on Federal Highway Administration (FHWA) guidelines, I-64 is considered both a rural and an urban freeway in different sections of the corridor. To be consistent, a goal of LOS C or better was established for the mainline sections of I-64. The same goal would be applied to the ramps and weave areas (the crossing of two or more traffic streams traveling in the same direction along a substantial length of highway) on I-64. Applying LOS D to the urban areas would not meet the project's identified Purpose and Need. General avoidance and minimization efforts are included in both Chapter III - Environmental Resources, Impacts, and Mitigation, Section E of this Final EIS and the Natural Resources Technical Memorandum . The determination of location and extent of bridging cannot be determined at this time. However, it can be assumed that widening existing bridges would reduce the impacts to surface waters. Additional details on the avoidance and minimization efforts would be outlined in the design and permitting stages of an operationally independent section of the project corridor. All avoidance and minimization efforts and determination of the impacts to jurisdictional surface waters would be determined once the project proceeds to the design and permitting phase of the project corridor as described in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS . A table summarizing the potential impacts to surface water applying a LOS D to the entire corridor is included in Appendix I - Coordination in Response to Comments on the Draft EIS .
1	Federal	United States Army Corps of Engineers	1.2	We recognize that alternatives such as railway improvements or Transportation Systems Management/Travel Demand Management (TSM/TDM) could not meet the project purpose and need as stand-alone alternatives. However, in combination, they might potentially allow a reduction in environmental impacts for any of the alternatives discussed in the DEIS, while sufficiently addressing the purpose and need. We recommend you consider these in various combinations along with your current alternatives.	As detailed in the description of the Transportation Systems Management (TSM)/ Travel Demand Management (TDM) Alternative found in Chapter II - Alternatives Considered of this Final EIS , TSM/TDM and the Passenger/Freight Rail Alternatives were examined both independently and in conjunction with each other. As described in this section the TSM/TDM opportunities for the I-64 corridor involve a number of elements, including encouraging transit as an alternative to driving by enhancing existing transit options, particularly in the urban areas. However, as stated in this section, it was determined that the TSM/TDM strategies would not provide any substantial improvement to the capacity nor remove enough vehicle trips required to obtain an acceptable LOS needed to meet the purpose and needs identified for the I-64 corridor, specifically the existing or design year 2040 capacity needs for traffic on I-64. Therefore, the TSM/TDM strategies alone would not meet the purpose and need of the EIS and were not carried forward for further study as an individual, stand alone alternative. However, this does not preclude the use of TSM/TDM improvements as part of the implementation of an operationally independent section under the Preferred Alternative. In reviewing the Passenger/Rail Alternatives it was also determined that the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable LOS needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Further information on the reduction of vehicles on I-64 caused by new or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. See Response 1.3 below for information on the anticipated reduction of vehicles on I-64 caused by new or improved rail lines and/or facilities. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. Since neither rail nor TSM/TDM would adequately meet the purpose and need, combining these Alternatives with other Alternatives would not result in a meaningful difference in meeting the purpose and need. However, as described in Chapter II - Alternatives Considered of this Final EIS , although passenger/freight rail improvements and TSM/TDM strategies would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
1	Federal	United States Army Corps of Engineers	1.3	How much passenger and freight traffic is estimated to be removed from I -64, both by CSX and Norfolk Southern rail, by the design year of 2040 (expressed in terms of percentage and numbers), and how might this affect traffic? How might consideration of future rail, in combination with the above-mentioned options, help reduce the project's footprint and impacts?	The information in Chapter II - Alternatives Considered, Page II-3 (Passenger/Freight Rail section) of this Final EIS describes the <i>Richmond/Hampton Roads Passenger Rail Tier I Final EIS</i> prepared by Virginia Department of Rail and Public Transportation (VDRPT). As described in this section, in specifically examining the potential effects on traffic on I-64, the Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic (1,000 vehicles per day) on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings would likely be immediately offset by the induced demand of additional vehicles that would divert to the affected routes. Following the circulation of the Draft EIS , further coordination was held with the VDRPT in examining ways to project the 2025 passenger ridership information contained in the <i>Richmond/Hampton Roads Passenger Rail Tier I Final EIS</i> to design year 2040. Since the VDRPT <i>Final EIS</i> did not include data for the 2040 design year, the Study Team worked with VDRPT to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 Draft EIS traffic studies, the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond Area Metropolitan Planning Organization (MPO) area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads Transportation Planning Organization (TPO) area. In taking the highest of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%-1.7% of the total volume of projected traffic on I-64. Therefore it was determined that the passenger and freight rail improvements are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. It was also determined that although the projected rail improvements would remove 0.6%-1.7% of the total volume of projected traffic on I-64, this reduction in traffic would not affect the overall traffic volume enough to reduce the number of needed lanes described for any of the build alternatives. Therefore there would be no reduction of the impact footprint of any of the build alternatives based on the projected rail improvements known as of the date of this study.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
1	Federal	United States Army Corps of Engineers	1.4	The toll diversion study in Appendix H of the Traffic Study shows that if Alternatives 2A/2B (the tolled alternatives) are selected, the impact on ancillary roadways could be an increase of 0-33% in traffic, which is a potentially substantial effect. However, the study does not address specifically the potential effects on those roads and communities, the duration of these effects, or the ancillary roads' pre- and post-LOS. If these alternatives are chose, further study is needed to address these potential impacts.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
1	Federal	United States Army Corps of Engineers	1.5	Alternatives 1B/2B may more effectively minimize fragmentation of aquatic resources and wildlife and riparian corridors, than the other alternatives.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.6	Once an alternative is selected, it may still be appropriate and practicable to widen to one side or to the other of the existing corridor in specific locations, to avoid any particularly valuable aquatic or other important resources.	As described in Chapter II - Alternatives Considered, Section D of this Final EIS , Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built.
1	Federal	United States Army Corps of Engineers	1.7	We agree that traffic systems management and/or traffic demand management (TSM/TDM) improvements may also be pursued independently or as part of one of the Build Alternatives.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.8	Prior to the submittal of a permit application, a full jurisdictional determination to identify all waters of the United States, including wetlands, will be required, utilizing the current methodology at that time.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.9	We request that you include the following additional information in the FEIS to help us identify the Least Environmentally Damaging Practicable Alternative (LEDPA): -acreage and linear footage of these resources that are likely to be bridged, based in part on the resources that are currently bridged along the existing I-64 facility, and also on known hydraulic requirements. - since jurisdictional manmade ditches are typically not as valuable as natural streams and may not require as much or any compensation, we recommend that you differentiate the potential impacts to each of these within the project corridor, and present it comparatively for each alternative.	As described in Chapter II - Comparison of Alternatives and in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS the Preferred Alternative would be funded and built in phases. General avoidance and minimization efforts are included in both Chapter III – Environmental Resources, Impacts, and Mitigation, Section E of this Final EIS and the Natural Resources Technical Memorandum . The determination of location and extent of bridging cannot be determined at this time. However, it can be assumed that widening existing bridges would reduce the impacts to surface waters. All avoidance and minimization efforts and determination of the impacts to jurisdictional surface waters would be determined once the operationally independent sections proceed to the design and permitting phase.
1	Federal	United States Army Corps of Engineers	1.10	The DEIS describes ways in which stormwater impacts might be minimized during construction, but does not adequately address the project's potential long-term impacts on aquatic resources. While we recognize that this project may not be designed for some time, we recommend that you address in the FEIS the long-term treatment of storm water post-construction, including design storm year, and a preliminary estimate of the number, locations, and types of stormwater facilities. All facilities should be located outside of jurisdictional waters. In addition, we recommend that you incorporate the use of low impact development (LID) facilities, such as constructed wetlands or other designs, which may be more effective at removing sediment and other pollutants than traditional stormwater management facilities, while also potentially reducing direct impacts to aquatic resources.	The Virginia Department of Transportation (VDOT) is committed to implementing applicable stormwater management and pollution control measures as part of the project. VDOT's practice is generally to maintain both water quality and quantity post-development equal to or better than pre-development, as described at the time of this study in <i>Minimum Requirements for the Engineering, Plan Preparation and Implementation of Post Development Stormwater Management Plans (Instructional and Informational Memorandum Number: IIM-LD-195.7, VDOT – Location and Design Division)</i> . One of the mitigation measures used to achieve this goal is the implementation of a monitoring program to measure pollutant concentrations at several outfall locations before, during, and after construction. If pollutant levels exceed established thresholds, actions would be taken to mitigate impacts and the affected public would be notified as required. Additional details on the post-construction stormwater management plan would be developed during the design stage of the project. Nevertheless, the plan would be developed in accordance with the most up-to-date federal and state regulations. If newer technologies or state of the art practices that are less intrusive on the environment but just as effective can be implemented in the project, then they would be considered further.
1	Federal	United States Army Corps of Engineers	1.11	The DEIS notes that seven drinking water reservoirs have been identified within the project study area. In addition to providing the information above, please explore further the potential impacts of the project on these facilities' operations and water quality, and include this information in the FEIS. As part of this effort, please coordinate with the appropriate officials for each facility, providing them information on the potential impacts both during and post-construction. Their recommendations to minimize impacts on these resources and the operation of the facilities should be included in the FEIS, as well as incorporated into the preliminary and final designs of the project.	As described in Chapter III - Environmental Resources, Impacts and Mitigation of this Final EIS , the required and appropriate erosion and sediment control practices would be followed to avoid and minimize water quality impacts to any surface water, including the reservoirs. As part of project coordination, FHWA and VDOT solicited comments from the Lee Hall Reservoir / Newport News Reservoir staff. While other reservoirs are located in the vicinity of the project corridor, the Lee Hall Reservoir / Newport News Reservoir is the only reservoir located within the project study limits. Comments from representatives with the Lee Hall Reservoir / Newport News Reservoir are included in Appendix I - Coordination in Response to Comments on the Draft EIS of this Final EIS . As described in this letter, design and construction of improvements to this section of I-64 would need to address stormwater management, erosion and sediment control, and fuel storage and handling for construction equipment. Reservoir staff also offered data on the topography of the reservoir and recommended that the design take advantage of median area to minimize impacts to the shoreline and near-shore habitat areas. As described in Chapter III - Environmental Resources, Impacts and Mitigation and in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS during the final engineering design and permitting phase, investigations would be completed that examine designs to minimize impacts to the reservoir and address other concerns raised by the reservoir staff. As part of the permitting process, any unavoidable impact to the reservoir would be included in calculated impacts for Waters of the United States. Also during this phase, coordination meetings would be held with the appropriate resource and regulatory agencies along with Newport News reservoir staff to discuss impacts and mitigation measures for this area.
1	Federal	United States Army Corps of Engineers	1.12	Anticipated water quality impacts and new TMDL requirements will need to be thoroughly addressed, as they will be considerations in obtaining a Section 401 permit from the Virginia Department of Environmental Quality (VDEQ). A Section 401 permit must be obtained before we can issue any Section 404 permit.	Comment noted.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
1	Federal	United States Army Corps of Engineers	1.13	We designated the FHWA as lead Federal agency to act on our behalf with regard to Section 106 of the Natural Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA). In accordance with 50 CFR 600.920(b), the Corps hereby designates FHWA to conduct Essential Fish Habitat coordination pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) on our behalf as well.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.14	Bridging is preferred for stream and wetland crossings, particularly where there are high-quality streams, large expansive wetland areas, organic soil bottomland wetlands, tidal waters and wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. Should new or replacement box or pipe culverts be installed, they must be countersunk below streambeds to allow for passage of aquatic species in accordance with the current requirements. In addition, if streams must be relocated, it is recommended that you incorporate natural channel design principles into the design.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.15	Given the potentially significant amount of compensation that may be required, we recommend that you begin to locate and identify potential compensation options for wetlands and streams within the watersheds to be impacted.	Comment noted. As described in Chapter III - Environmental Resources, Impacts and Mitigation and in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS compensation would be finalized during the permitting process of an operationally independent section.
1	Federal	United States Army Corps of Engineers	1.16	The DEIS contains considerable qualitative detail in the Indirect and Cumulative Effects Memorandum, regarding past, present, and future road projects as well as development types and densities for each of the localities through which the corridor passes. For purposes of our review under Section 404, the development and road projects described in the Memorandum must be translated into impacts of aquatic resources. This may be done using your existing data, aerial photographs, USGS quadrangle sheets, National Wetland Inventory (NWI) maps, other GIS mapping, data from localities, our records, and other sources. The original aquatic resource impacts of the existing I-64 facility itself should also be estimated in this manner, as well as its secondary impacts, such as the effects of any undersized culverts, stream channelization, or fragmentation of stream and wetland corridors. In addition, in order to address the impacts of reasonably foreseeable development that may result from the project, please consider and estimate the indirect effects and potential development as a result of the project, within a one-mile radius around each interchange, including the extent of aquatic resources present.	Land use within the I-64 study area is described in Chapter III - Environmental Resources, Impacts and Mitigation, Section D of this Final EIS . Described in this section are existing conditions and information from future planning efforts being undertaken by the three cities and four counties which I-64 passes through. Historically, the majority of the section of I-64 from the City of Richmond to the City of Hampton was constructed in the 1960s. At that time land use throughout this corridor was predominately forested and agricultural. As I-64 and other roadways were completed, urban areas along the corridor, including the Cities of Richmond, Williamsburg, Newport News and Hampton grew and expanded. Continued development also included the construction of numerous residential and commercial facilities being built in the areas between the larger urban cities. Within the I-64 corridor, much of this development occurred in and around the interchange areas where travelers can access the interstate system. The development of property in Virginia is affected by naturally occurring conditions, such as but not limited to: topography, geology and presence of water resources along with man-made elements such as access, utility and service needs including water, sewer and power. Decisions as to the future development are governed by local governments through planning and land use controls and by the state and federal permitting process. The potential for future development is ever changing and therefore, the potential impacts to land use were calculated based on documented existing and future land uses taken from the most recent local planning efforts. In addition to this analysis, indirect and cumulative impacts are further described in Chapter III - Environmental Resources, Impacts and Mitigation, Section I. Indirect and Cumulative Effects Assessment and in further detail in the Indirect and Cumulative Effects Technical Memorandum .
2	Federal	United States Department of the Interior (Office of Policy & Compliance)	2.1	The U.S. Department of the Interior (Department) has no comment on the Draft Environmental Impact Statement for the Interstate 64 Peninsula Study, from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.1	The document is focused heavily on mitigation and little to no discussion on avoidance and minimization.	As described in Chapter II - Alternatives Considered, Section A of this Final EIS , the goals in developing Alternatives were to identify solutions that would meet the purpose and need while avoiding and minimizing impacts to the human and natural environments. At this stage in the study process conceptual designs were completed for each of the Alternatives. As the project progresses, more detailed design would be completed with the same project goals of developing solutions that would meet the needs and criteria while avoiding and minimizing impacts to the human and natural environments. As described for the 25 interchange areas, conceptual designs were investigated that would accommodate the future traffic, and assumptions were made and applied to each interchange to establish a study footprint that would allow for enough flexibility during the final design stage to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as the project progresses. During the Interchange Modification Report process, which is required by FHWA before any changes can be made to interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design. Additional descriptions of avoidance and minimization efforts that would occur as the project moves forward can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.2	As the project moves toward a design phase, effort will be needed to identify functions and values of resources in the study area. It is anticipated that effort will be made to bridge as great a portion of the aquatic resources as possible during the design phase of the project.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.3	Environmental Justice (EJ) methodology for identifying communities of concern should be reviewed; other suggestions for EJ analysis are attached. Detailed comments on the DEIS are enclosed with this letter.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential Impacts to Environmental Justice populations will be reassessed, as necessary, during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.4	While the traffic is reported to slow at various interchanges, the current status of congestion and the statements that the congestion will continue to increase due to additional traffic in the future does not necessarily justify the entire project as presented in the DEIS P&N as shown in Figure 3A & 3B. For example, the respective 2009 and 2010 reported average speed through the interchange of I-95/I-64 was 5 and 7 miles per hour slower than free flowing speed (of 55 mph) at peak travel times. This suggests the need for the expansion should be limited to the urban areas or simply stretches of roadway that is in need of improvement. It might be useful to identify and prioritize areas where improvements are imperative, and identify any area where less effort may be needed, to determine if impacts are reduced by tailoring improvements.	The goal of the study was to not only investigate known areas of concern but to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. As presented in Chapter I - Purpose and Need of this Final EIS , there is a range of traffic volumes that occur throughout the 75 miles with the highest volumes being on the urban sections at the far eastern and western ends of the project area. In addition to these sections, it was determined that two-thirds of the I-64 mainline (including 48 miles eastbound and 49 miles westbound) operates at a deficient LOS during 2011 Base Conditions. These conditions worsen in the design year 2040 with 67 miles eastbound and 58 miles westbound having a deficient LOS. However, although both the Draft EIS and Final EIS studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
3	Federal	United States Environmental Protection Agency	3.5	The Constrained Long Range Plans listed in the traffic model used to determine traffic demand for 2040 does not include the Hampton Roads Bridge-Tunnel nor Patriots Crossing (also known as the Third Crossing). As these projects tie into the DEIS and are currently in the NEPA and permitting process, the projects should be included in the overall traffic model analysis. These projects do not have independent utility and cannot be analyzed separate from one another. Of note, the proposed US Route 460 toll road is currently in the NEPA process and is factored into the traffic model.	As described in Chapter I - Purpose and Need, Section 2A of this Final EIS , future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads MPOs. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes all other projects within the corridor that are in the City of Richmond or Hampton Roads MPO/TPO's <i>constrained long range plans</i> , as well as the <i>Rural Long-Range Transportation Plan (LRTP)</i> for the Richmond Regional and Hampton Roads Planning District Commissions (PDC). Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. Currently both the Hampton Roads Bridge Tunnel and the Patriots Crossing Projects are not on the current Constrained Long Range Plans and therefore they were not included in the future year model runs. However, as mentioned in Chapter II – Alternatives Considered, Section C of this Final EIS , due to the direct proximity of the Hampton Roads Bridge Tunnel Project, the analysis for the I-64/I-664 Interchange (Exit 264) has been coordinated with and uses the same information as the Hampton Roads Bridge-Tunnel EIS . Further engineering and traffic analyses would be performed when an operationally independent section is advanced that includes the interchange. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS . In examining both the I-64 Project, the Hampton Roads Bridge Tunnel Project, and the Patriot's Crossing Project, FHWA and VDOT determined that each has independent utility and therefore they are all being studied separately.
3	Federal	United States Environmental Protection Agency	3.6	As presented in both the P&N chapter and Traffic and Transportation, it is unclear whether or not the new roadway plan will specifically address all deficiencies, or if the deficiencies can be corrected to current design specifications. The P&N states that there are 12 structures that cross over I-64 that do not meet current vertical clearances. Are these to be corrected as part of the expansion?	The study cost estimates assume that the identified roadway geometric deficiencies would be corrected including the necessary reconstruction of deficient structures. This is stated in Chapter II - Alternatives Considered, Section C of this Final EIS in describing that all of the Alternatives retained for detailed study were specifically designed to meet the purpose and need. It is also described in the construction cost assumptions shown in the Alternatives Development Technical Memorandum, Section D. Cost Estimates , stating that it is assumed that all of the I-64 mainline and overhead bridges would be replaced. However, engineering design to address these structures would be further analyzed and refined during the final design phase for each operationally independent section and the necessary improvements to each would be identified and programmed as funding is identified. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS . An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. In addition, as a result of further engineering design efforts it may be determined that full replacement or rebuild of certain structures may not be necessary depending on the improvements to the roadway sections that are happening in each area. The determination as to the type and extent of work needed for each structure to meet design criteria would be done as each structure is further analyzed.
3	Federal	United States Environmental Protection Agency	3.7	What is the projected reduction in traffic for tolling alternatives as a result of use of alternative routes (avoidance of the roadway)? What is the expected impact to the alternative parallel roadways to I-64 if tolling is put into effect? It's stated that US Route 60 could have an increase of 0-33% if I-64 is tolled. The DEIS does not provide adequate analysis of this or the impact of potential more efficient roadways and intersections will have once the increased traffic exits I-64 and travels on the ancillary roadways.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
3	Federal	United States Environmental Protection Agency	3.8	What is the justification of Level of Service (LOS) "C" the required minimum for all sections of the of the I-64 corridor as modeled for 2040 traffic? Is this LOS too restrictive to fully evaluate all practicable alternatives if this project moves forward to the permitting phase? A LOS of "C" may not be the Least Environmentally Damaging Practicable Alternative (LEDPA) that the Corps is required to reach in light of the overall purpose and need during the permitting process. What would the overall impacts to WOUS if the design was at LOS "D"?	A description of why LOS C was set as the goal along the entire corridor is included in Chapter I - Purpose and Need of this Final EIS . This description states that "A <i>Policy on Geometric Design of Highways and Streets</i> , published by the American Association of State Highway and Transportation Official (AASHTO), is referenced in the Code of Federal Regulations and is used to provide the level of service standard for highways on the NHS, which includes I-64. The LOS standard for mainline operations along freeway facilities is LOS B in rural areas and LOS C in urban areas. Based on FHWA guidelines, I-64 is considered both a rural and an urban freeway in different sections of the corridor. To be consistent, a goal of LOS C or better was established for the mainline sections of I-64. The same goal would be applied to the ramps and weave areas (the crossing of two or more traffic streams traveling in the same direction along a substantial length of highway) on I-64." Preliminary analysis suggests that designing to LOS D would have limited reductions in the amount of wetland impacts. A table summarizing the potential impacts to surface water applying a LOS D to the entire corridor is included in Appendix I - Coordination in Response to Comments on the Draft EIS .
3	Federal	United States Environmental Protection Agency	3.9	EPA suggests the proponents further examine the Transportation Systems Management/Travel Demand Management (TSM/TDM) as a viable alternative. As stated in the document the TSM/TDM was not evaluated with 'major' improvements to the infrastructure. EPA suggests the TSM/TDM be reevaluated with major improvements to the infrastructure thereby addressing the geometric deficiencies impacting capacity and safety issues at interchanges. Without a fully vetted alternatives analysis such as this example which would presumably impact much less right of ways and WOUS, it will be difficult to identify the LEDPA.	As described in Chapter II – Alternatives Considered, Section B of this Final EIS , the TSM/TDM would involve only minor work to the existing I-64 corridor. TSM strategies improve traffic flow, improve signalization, convert existing general purpose lanes to managed lanes, improve intersections and implement traveler information programs. TDM encourages new driving habits through staggered commuting hours, telecommuting, car and vanpooling, ridesharing and the creation of park and ride facilities. A list of possible TSM/TDM opportunities is also included in this section. While some TSM/TDM strategies have the potential to result in slight reductions in peak hour traffic volumes or slight shifts in traffic away from peak hours and towards off-peak hours, they could not reasonably be expected to impact mainline traffic volumes on I-64 to the extent needed to preclude the need for mainline capacity improvements. In evaluating the 25 interchanges, TSM/TDM strategies could provide some improvements to existing geometric deficiencies such as capacity at the ramps, weaves and intersections and thus address some of the safety issues that arise from those deficiencies. However, TSM/TDM would not include any major work needed for interchange configurations such as reconstructing ramps and structures and therefore these deficiencies that contribute to the safety issues would continue. Overall, the TSM/TDM strategies would not provide any substantial improvement to the capacity nor remove enough vehicle trips required to obtain an acceptable level of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Therefore, the TSM/TDM strategies alone would not meet the purpose and need of the EIS and were not carried forward for further study as an individual, stand alone Alternative. TSM/TDM improvements can, however, be pursued independently or as part of the operationally independent sections, to provide for additional options for improving the transportation conditions within the I-64 study area.
3	Federal	United States Environmental Protection Agency	3.10	EPA suggests study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction. It would be appropriate for the document to foresee how the project will proceed and if further NEPA documentation is expected to provide more detail on areas of concern.	As described in Chapter II - Alternatives Considered, Section D of this Final EIS , Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
3	Federal	United States Environmental Protection Agency	3.11	EPA suggest the alternatives also include analyzing the segmenting of the proposed expansion to into three sections (metro Richmond, rural, and metro Hampton) to determine if the sections could meet independent utility. Similarly EPA suggests the study include the analysis of focusing on roadway improvements to intersections for 'major' improvements that would reduce the highest congestion as modeled for 2040 traffic? This could allow for the most congested intersections to be systematically addressed while meeting the purpose and need on a smaller scale as opposed to the entire 75 mile roadway at once.	As described in Chapter I - Purpose and Need of this Final EIS , the goal of the study was to comprehensively examine the entire 75-mile long corridor from the City of Richmond to the City of Hampton. However, although the EIS studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.12	EPA suggests the lead agencies consider further evaluation of the potential for intermodal transportation along both rail line corridors. While the stated projected passenger ridership would be negligible at 0.7% to 2.3% reduction of vehicles at modeled 2025 traffic, the 2040 anticipated reduction was not provided or not projected and could be higher. Considering the passenger ridership at 2040 levels in combination with TSM/TDM (including interchange improvements) the overall LOS could improve with less WOUS and right of way impacts.	The information in Chapter II – Alternatives Considered, Page II-3 (Passenger/Freight Rail section) of this Final EIS describes the <i>Richmond/Hampton Roads Passenger Rail Tier I Final EIS</i> prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic (1,000 vehicles per day) on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings would likely be immediately offset by the induced demand of additional vehicles that would divert to the affected routes. Following the circulation of the Draft EIS , further coordination was held with the VDRPT in examining ways to project the 2025 passenger ridership information contained in the <i>Richmond/Hampton Roads Passenger Rail Tier I Final EIS</i> to design year 2040. Since the VDRPT <i>Final EIS</i> did not include data for the 2040 design year, the Study Team worked with VDRPT to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 Draft EIS traffic studies, the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond Area MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the worst-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%-1.7% of the total volume of projected traffic on I-64. Therefore it was determined that the passenger and freight rail improvements are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. It was also determined that although the projected rail improvements would remove 0.6%-1.7% of the total volume of projected traffic on I-64, this reduction in traffic would not affect the overall traffic volume enough to reduce the number of needed lanes described for any of the build alternatives. Therefore there would be no reduction of the impact footprint of any of the build alternatives based on the projected rail improvements known as of the date of this study.
3	Federal	United States Environmental Protection Agency	3.13	Alternative 1A & 1B (general lanes added) and 2A & 2B (tolling lanes added) are identical at this stage in terms of design and potential impacts. What would the potential impacts be once the tolling booths were incorporated into the design and layout of interchanges if in fact the proposed project were to be a tolled roadway?	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
3	Federal	United States Environmental Protection Agency	3.14	It would be assumed the mitigation required would be met through the use of banks. If banks are used, EPA suggests the mitigation sites used by the banks be within same HUC 12 or higher and located on the peninsula that I-64 is located. This will eliminate the chance for credits to be purchased for the use of off-setting the impacts to the expansion outside of the impacted area while still being located within a larger watershed. The vast amount of impacts to WOUS and developmental may lead to a situation where it may become difficult to eventually mitigate for the impacts.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.15	It is understood that the roadway is in the watershed and/or crosses reservoirs used for public water supply. When more detailed information is developed, it will be necessary to look at alternatives to minimize risk of impacting water supply. Designs should be considered to minimize uncontrolled runoff in the watershed, minimize risk of a release of contaminants from the highway, etc.	Comment noted. Comments from representatives with the Lee Hall Reservoir / Newport News Reservoir are included in Appendix I - Coordination in Response to Comments on the Draft EIS of this Final EIS . Recommendations from the facility would be included in the future design. While other reservoirs are located in the vicinity of the project corridor, the Lee Hall Reservoir / Newport News Reservoir is the only reservoir located within the project study limits. All required and appropriate erosion and sediment control practices would be followed to avoid and minimize water quality impacts to any of the reservoirs.
3	Federal	United States Environmental Protection Agency	3.16	The document should further evaluate the potential impacts to already impaired watersheds as listed in Table 16 within the technical memorandum on a watershed by watershed analysis. The current information provided appears to be dismissive of the need to further evaluate the scale and scope of the expansion will have on water quality. This is especially important that the study evaluate the potential of the sub watersheds as well as the Chesapeake Bay as a whole including the newly issued TMDL.	The Total Maximum Daily Loads (TMDL) for the Chesapeake Bay, Brick Kiln Creek, Chickahominy River (and Chickahominy River and tributaries), Deep Creek, Gillies Creek, James River (Lower, Upper, Warwick River, and Tidal), King Creek, Mobjack Bay, Newmarket Creek and Southwest Branch of the Back River, Northwest Branch of the Back River, Queen Creek, Skiffes Creek, Skimino Creek, Southwest Branch (Upper) of the Back River, Ware Creek, and the York River (Lower and Middle) are not a part of the current VSMP Construction General Permit (GP) that expires 7/1/14. Project construction occurring after this date would need to be re-permitted under the new Construction GP, which would include the noted TMDLs if they have received approval by that time. The only additional requirement in the new Construction GP for TMDL sites is increased frequency of site inspections (typically 7 days in lieu of 14 days). If the project's stormwater management plan would be designed under current VSMP water quality criteria (part IIC for grandfathered projects), which assumes a 16% average land cover condition, it would be considered meeting the Chesapeake Bay TMDL requirements. Stormwater management plans drafted after the expiration for the current GP would incorporate water quality criteria that would meet the Chesapeake Bay TMDL requirements. The drainage system on this project (once completed) would become a part of VDOT's Municipal Separate Storm Sewer System (MS4), but there is no specific MS4 Permit coverage required for this project (only coverage under the Construction GP). A new MS4 Permit went into effect July 1, 2013; however, any requirements for erosion and sediment control, post construction stormwater management, and TMDLs in that permit would be satisfied by meeting the Construction GP requirements. Actions generally required for a MS4 include the following: Address TMDLs/Wasteload Allocations (WLA); 6 Minimum Control Measures (MCMs); 1. Public education & outreach; 2. Public involvement/participation; 3. Illicit discharge detection & elimination; 4. Construction site runoff controls; 5. Post-construction site runoff controls; 6. Pollution prevention/good housekeeping; Annual Progress Reports to the Department of Conservation and Recreation. TMDLs/WLAs actions required include the following: Conduct assessment of all properties (right of way and facilities) for sources of Pollutants of Concern (POC); Monitor outfalls if have POC source in their drainage area; Implement BMPs to reduce POC discharge – typically by 20-100% within urbanized area; Annual reporting of stormwater discharge and pollutant load from VDOT properties.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
3	Federal	United States Environmental Protection Agency	3.17	The EIS states that during construction, the applicable regulations for stormwater will be followed, but does not address how the proposed project will potentially affect the already impaired watersheds with the increased surface disturbance, filling of wetlands, increased impermeable surfaces, impacts from stream crossings, runoff, and potential pollutants from the roadway once the roadway is in use. EPA suggests the EIS discuss what efforts will be employed to avoid further impairment of the waterways and if need be, consider an alternates to avoid the impacts.	The project may affect already impaired waters by adding impervious surface, which could decrease infiltration and increase water volumes, temperature, pollutants, sediment, and velocity. Vehicles on the new roadway may also add to the amount of heavy metals and contaminants in the project area, in addition to salts and herbicides for roadway maintenance. To mitigate for these potential impacts, commitments already have been made to implement applicable stormwater management and pollution control measures as part of the project. With regard to construction, non-point source pollutants could possibly enter groundwater or surface water from stormwater runoff. To minimize these impacts, appropriate erosion and sediment control practices would be implemented in accordance with local, state, and federal regulations. These specifications also prohibit contractors from discharging any contaminant that may affect water quality. In the event of accidental spills, the contractor is required to immediately notify all appropriate local, state, and federal agencies and to take immediate action to contain and remove the contaminant. Minor long-term water quality effects could also occur as a result of increases in impervious pavement surfaces. Effective July 1, 2013, all proposed VDOT activities/projects (except routine maintenance activities) that disturb a total of one acre or more (2,500 square feet or greater in a designated Chesapeake Bay Preservation Area) would require coverage under the VSMP Construction Permit and would require compliance with the applicable water quality requirements contained in the VSMP Regulations. The requirements and special conditions of any required permits for work in and around surface waters would be incorporated into construction contract documents. All contractors would be required to comply with those conditions.
3	Federal	United States Environmental Protection Agency	3.18	The EIS acknowledges the development of the Chesapeake Bay TMDL; the EIS does not discuss or demonstrate how the proposed project will meet the TMDL allocations, offset any new or increased discharges or loads, or limit additional impairment of the water bodies as a result of the impacts associated with the construction of the roadway and additional SW runoff after construction. The Chesapeake Bay Program Watershed Model could support a general analysis of the potential increase in nitrogen, phosphorus and sediment delivered to the Chesapeake Bay resulting from an additional 75 miles of impermeable surface at these county and river segment scales.	The Chesapeake Bay Program Watershed Model is not calibrated to a scale that could be used to assess water quality impacts at the project level. As such, the direct impacts of the I-64 project on the TMDL cannot be quantified. Notwithstanding, the drainage area for the Chesapeake Bay is approximately 68,000 square miles; the entire proposed footprint of the roadway improvements is approximately 6 square miles (less than 0.00009% of the total Bay drainage area). The Chesapeake Bay TMDL, established by the U.S. Environmental Protection Agency (USEPA), is designed to achieve significant reductions in nitrogen, phosphorus and sediment pollution. Nitrogen, phosphorus, and sediment loads originate from many sources in the Bay watershed: <ul style="list-style-type: none"> Point sources of nitrogen, phosphorus, and sediment include municipal wastewater facilities, industrial discharge facilities, CSOs, SSOs, NPDES permitted stormwater (MS4s and construction and industrial sites), and CAFOs. Nonpoint sources include agricultural lands (AFOs, cropland, hay land, and pasture), atmospheric deposition, forest lands, on-site treatment systems, non-regulated stormwater runoff, stream banks and tidal shorelines, tidal resuspension, the ocean, wildlife, and natural background. (see response to Comment No. 3.16 for additional information on the MS4 Permit).
3	Federal	United States Environmental Protection Agency	3.19	EPA suggest the study go into detail concerning the avoidance of impacting WOUS by continued and future bridging of jurisdictional features. This would include the expansion of bridges, conversation of culverts to bridging, and all practicable measures to avoid placing fill in WOUS while still meeting the purpose and need of the project.	General avoidance and minimization efforts are included in both Chapter III – Environmental Resources, Impacts, and Mitigation, Section E of this Final EIS and the Natural Resources Technical Memorandum . Further details on the avoidance and minimization efforts would be outlined in the design and permitting stages of the operationally independent sections of the project corridor. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.20	Federal agencies are also required to address issues raised in EO13508 "Protecting and Restoring the Chesapeake Bay Watershed" which includes restoring wetlands, streams, and riparian forest buffers, in addition to reducing nitrogen, phosphorous, sediment and toxic contaminants to meet water quality goals.	Commitments already have been made to implement applicable stormwater management and pollution control measures as part of the project. Commitments also have been made to mitigate unavoidable wetland and stream impacts. Also see responses to preceding comments along with the information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.21	The DEIS compiles reasonably foreseeable projects in the study area. It would be useful to try to express the quantity of resources that have been lost or degraded from the baseline to the present, and an estimate of potential impacts of future projects. Though it is understood that new growth will be done within the laws protecting natural resources, it has been historically true that resources have been degraded by development. This information can be used to identify resources that have been compromised by past activities, and may help target restoration and mitigation strategies.	Land use within the I-64 study area is described in Chapter III - Environmental Resources, Impacts and Mitigation, Section D of this Final EIS . Described in this section are existing conditions and information from future planning efforts being undertaken by the three cities and four counties which the I-64 study area passes through. The development of property in Virginia is affected by naturally occurring conditions, such as but not limited to: topography, geology and presence of water resources along with man-made elements such as access, utility and service needs including water, sewer and power. Decisions as to the future development are governed by local governments through planning and land use controls and by the state and federal permitting process. The potential for future development is ever changing and therefore, the potential impacts to land use were calculated based on documented existing and future land uses taken from the most recent local planning efforts. In addition to this analysis, indirect and cumulative impacts are further described in Chapter III - Environmental Resources, Impacts and Mitigation, Section I of this Final EIS and in further detail in the Indirect and Cumulative Effects Technical Memorandum . Also see Response 1.16 for additional information on changes to the I-64 study area features.
3	Federal	United States Environmental Protection Agency	3.22	EPA is asking for additional clarification and detail on the stormwater improvements, potential types of systems and proposed locations, to upgrade systems from simple runoff conveyance. Please note that any stormwater management considered should not be placed in WOUS. EPA suggests that VDOT also consider stormwater practices that include measures to control runoff not just from new impervious areas but for existing pervious areas as well. EPA believes there are a number of stormwater retrofits that would promote opportunities for TMDL reduction that could improve water quality and quantity.	The location of stormwater improvements would be developed during the design phase of each operationally independent section. Also refer to the response to Comment No. 1.10. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.23	There is need to coordinate with State and Federal agencies (especially Fish and Wildlife Service (FWS). It is stated that response was not received from some agencies; this information is needed in the document. Coordination should be updated during the project to account for changes in the listing over time.	As part of the project scoping process, comments were requested from the U.S. Fish and Wildlife Service (USFWS) to determine the presence of federally-listed threatened or endangered species. In addition, the USFWS was invited to be a cooperating agency and to attend the agency coordination meetings and public meetings, and the Draft EIS was made available for their review and comment. No comments from the USFWS have been received to date, including no comments on the Draft EIS . The Natural Resources Technical Memorandum states that additional coordination with all agencies would be completed as operationally independent sections move into the design phase. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS . At that time, the appropriate state and federal agency searches would be conducted and the results submitted to the agencies for review and comment. In addition, coordination would continue with the agencies throughout the permitting phase of the project. This coordination would not be initiated until a ROD and funding are in place and the design has been initiated.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
3	Federal	United States Environmental Protection Agency	3.24	It is not clear how valuable the survey done for the small whorled pogonia (page 42) is. There is need to coordinate with agencies and have appropriate people do all surveys and make determinations. Please coordinate with FWS. Please be aware if SAV is identified, that protection of the resource is a priority, as it is considered of special importance.	The <i>Small Whorled Pogonia Habitat Assessment Report and Mapping</i> is included as Appendix L of the <i>Natural Resources Technical Memorandum</i> . This reconnaissance was conducted by a USFWS approved surveyor. The report commits to further study and agency coordination for this species as the project moves into the design phase. During the permitting phase of operationally independent sections, the USFWS may require official species surveys under Section 7 of the Endangered Species Act. If required, these surveys would be conducted in accordance with the applicable regulations. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.25	Please include any necessary steps to comply with Migratory Birds and bird protection; for instance, should there be seasonal moratoriums to avoid nesting.	Time-of-year restrictions may be required in the vicinity of bridges to comply with the applicable regulations. If necessary, Special Provisions would be developed (as appropriate) through the design and permitting phase of each operationally independent section. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
3	Federal	United States Environmental Protection Agency	3.26	Please state how the project will comply with EO 13112 on invasive species.	In accordance with Executive Order 13112 <i>Invasive Species</i> , the potential for the establishment of invasive terrestrial or aquatic animal or plant species during construction of the project would be minimized by following provisions in VDOT's Road and Bridge Specifications. These provisions require prompt seeding of disturbed areas with mixes that are tested in accordance with the Virginia Seed Law and VDOT's standards and specifications to ensure that seed mixes are free of noxious species. While the proposed project area would be vulnerable to the colonization of invasive plant species from adjacent properties, implementation of the stated provisions would reduce the potential for the establishment and proliferation of invasive species.
3	Federal	United States Environmental Protection Agency	3.27	The methodology used to identify minority populations may be too conservative. CEQ's definition of minority population states that: 1) the minority population of an affected area exceeds 50 percent; or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographic analysis. In addition, a minority population also exists if there is more than one minority group present and the minority percentage, when calculated by aggregating all minority persons, meets one of the above thresholds. It may be appropriate to use the state average for minority populations as an additional benchmark for identifying census block groups with significant percentages of minority populations. The state of Virginia has a minority population of around 29%, therefore the 50% threshold used in this document seems high. All of the counties and cities identified in this document have minority populations that make up less than 50% of the population except the City of Richmond whose minority population is right around 50%. In reviewing the demographic data available for the state of Virginia, it seems reasonable to choose benchmarks that are more reflective of those counties and cities whose populations of minorities is far less than 50%.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.28	It would be most helpful to see the percent minority populations by block group for all of the block groups in the study area. Table III. A. 3 should be revised to provide all of this information.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.29	Environmental Justice refers to minority populations and low income populations. See Executive Order 12898. Data shows that 10.7% of the people in Virginia live below the poverty level. What about the study area? The median household income in Virginia from 2007-2011 was \$63,302. The median household income for Block Group 304.1 in Richmond was \$7,220. What is the rationale for the benchmark of \$17,050? It seems that there is a need for a more careful examination of the economic status of the block groups. Information available to this reviewer seems to show that a large number of the block groups have populations that may be considered as low income populations. Were all of the block groups in the study area analyzed? If so, here is that information?	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.30	There needs to be a clearly defined list of all of the block groups that are considered to be areas of potential Environmental Justice concern. How many of the block groups exceed both the minority and low income benchmarks?	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.31	Why are the areas of potential Environmental Justice concern not displayed on the maps?	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.32	If we are to address Environmental Justice, we must be able to accurately identify the areas of potential Environmental Justice concern, be able to identify the impacts and benefits that might impact those populations of concern, assess and evaluate those impacts upon minority and low income populations, and determine if those impact will have an adverse or disproportionate impact upon those populations. There does not seem to be enough information made available that looks at what those impacts might be on minority and low income populations located in the areas of potential Environmental Justice concern. First of all this reviewer is not certain that all areas of potential Environmental Justice concern have been identified. It is also not certain that assessments have been done to examine the localities of the various impacts that may be localized in or near the areas of potential Environmental Justice concern. For example, has the impact of the tolls on the highway been taken into consideration for those low income residents that will need to commute to work? Will they take other routes to work to avoid the tolls? Can they afford daily tolls? Will there be construction activities that will impact block groups of minority residents? How many property acquisitions will take place in minority and low income block groups? Will there be localized noise or fugitive dusts from construction impacting minority and low income block groups? Just where is the work taking place with respect to populations of Environmental Justice concern.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . As described in Chapter II - Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed and provided in this Final EIS. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
3	Federal	United States Environmental Protection Agency	3.33	It would be most helpful to have a table listing all of the areas of EJ concern. This list should contain all of those areas designated through assessment of either minority populations or low income populations.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.34	Justifications given for why areas of potential EJ concern will not be disproportionately impacted do not provide nearly enough information to support that claim. The explanations are limited and so are the analyses.	The Environmental Justice analysis was expanded and the revised results are included in Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2 of this Final EIS . Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
4	Federal	US Navy - Weapons Station Yorktown	4.1	For the roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen then interstate to the median while leaving the northern property boundary and West bound travel lane outside limits as-is. If the lane were widened to the North, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence.	FHWA and VDOT are committed to continue to work closely with the United States Navy in developing future design plans for this area of the project. As described in Chapter II - Alternatives Considered, Section D of this Final EIS , Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resources and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
4	Federal	US Navy - Weapons Station Yorktown	4.2	The Navy supports the proposal to widen the Interstate to the median the 242 exit at Route 199.	Comment noted.
4	Federal	US Navy - Weapons Station Yorktown	4.3	For the roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of land, if needed, in support of this project provided the project relocates all displaced Navy infrastructure including but, not limited to fences, utilities, and access roads.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.1	Please note that DGIF no longer has Fish and Wildlife Information Service (FWIS) staff to perform preliminary project scoping reviews and provide preliminary comments.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.2	We recommend and support continued coordination with DGIF as more detailed plans are developed, to ensure resources under our preview continue to be addressed as appropriate.	As discussed in the Natural Resources Technical Memorandum , FHWA and VDOT are committed to further study and agency coordination for threatened and endangered species as operationally independent sections advance into the design phase.
5	State	Virginia Department of Game & Inland Fisheries	5.3	If impacts to wetlands and streams are proposed, we anticipate that the project proponent will submit a Joint Permit Application (JPA) to the appropriate permit agencies.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.4	This project is located within 2 miles of a documented occurrence of a state or federal threatened or endangered plant or insect species and/or other Natural Heritage coordination species. Therefore, we recommend and support coordination with VDCR-DNH regarding the protection of these resources. We also recommend and support contacting the USFWS regarding all federally listed species.	As discussed in the Natural Resources Technical Memorandum , FHWA and VDOT are committed to further study and agency coordination for threatened and endangered species as operationally independent section advance into the design phase. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
6	State	Virginia Department of Historic Resources	6.1	We are unable to comment conclusively on the identification of historic properties within the APE or on the overall effect of the undertaking on those historic properties until the status of the Shockoe Hill Burying Ground is established among the DHR, the Federal Highway Administration, and the Virginia Department of Transportation. We anticipate that such coordination will continue through the Section 106 process.	Following the circulation of the Draft EIS , further coordination was held with the Virginia Department of Historic Resources (VDHR) to determine potential effects of the proposed I-64 project on archaeological sites and historic properties. VDOT, on behalf of FHWA, submitted an effects determination letter to VDHR, along with the identified consulting parties, on February 6, 2013. The VDHR concurred with the information contained in a letter by signature on March 8, 2013. A copy of this letter is included in Appendix I - Coordination in Response to Comments on the Draft EIS of this Final EIS . In addition, a site visit between VDOT and the VDHR to view the Shockoe Hill Burying Ground area was held on January 8, 2013. As a result, additional subsurface exploration testing was completed and the results have been coordinated with the VDHR. The Programmatic Agreement included in Appendix K - Programmatic Agreement of this Final EIS describes future efforts for the Shockoe Hill Burying Ground area.
7	Locality	City of Newport News - City Manager	7.1	[I] hope that VDOT will push forward with further study.	Comment noted.
8	Locality	City of Newport News - Mayor	8.1	[I] urge VDOT to use input gathered from upcoming public hearings to move forward with further study of appropriate proposals and push for an expeditious timeline for project commencement.	Comment noted.
9	Locality	Hampton Roads Transportation Planning Organization	9.1	Given that the latest VDOT cost estimate for 55 miles of 4 new lanes for US 460 (\$1.4B) on new right of way averages \$25 million per mile, even the lowest VDOT cost estimate for 75 miles of improvements to I-64 (\$4.7B) mostly on existing right-of-way - averaging \$63 million per mile, or 2.5 times higher - seems excessive.	As described in Chapter II - Alternatives Considered of this Final EIS the costs developed for each alternative are planning level estimated costs. The methodologies used in developing these estimates are provided in both the Right-of-Way Technical Memorandum and in Section II.D Cost Estimates of the Alternatives Development Technical Memorandum . The Preferred Alternative for the I-64 project would be funded and built in phases and that the cost estimates for each operationally independent section would be refined as the designs for each section advance. In comparing the costs estimated for the US 460 with the I-64 project, there are numerous differences in these project areas. As described in Chapter II - Alternatives Considered of this Final EIS , based on the conceptual engineering performed for Alternatives 1A/1B, less than 10% or 13 miles of the 150 mile I-64 corridor (75 miles in each direction) may require additional right of way for the mainline widening improvements. The areas which may require additional right of way include both eastbound and westbound between Exits 190 (I-95) and Exit 192 (Mechanicsville), eastbound from mile post 257 to mile post 259.5 and westbound from Exits 264 (I- 664) to Exit 258 (J. Clyde Morris Boulevard). In these developed urban areas the costs for right of way is higher than in undeveloped rural areas. In addition to the additional right-of-way needed for the I-64 mainline improvements, there are also potential needs for additional right of way at 15 of the 25 interchanges. At these 15 interchanges, the developed footprint could increase considerably from the current footprint in order to provide for ramps that meet the horizontal and vertical curvature design standards established for the individual projects, as well as providing adequate weave areas and acceleration/deceleration lane lengths. Much of the lands surrounding these 15 interchanges are developed and therefore were estimated at higher costs than undeveloped lands.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
9	Locality	Hampton Roads Transportation Planning Organization	9.2	It would help the reader if the toll rate were included under "Alternatives 2A/2B Full Toll Lanes" (both in the Executive Summary and the body of the EIS).	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.3	The name of the February 2011 document is "Hampton Roads Regional Transit Vision Plan" (not "Vision Plan" as shown in the EIS).	Comment noted. This change is reflected in the Executive Summary of this Final EIS .
9	Locality	Hampton Roads Transportation Planning Organization	9.4	Under "MPO Actions", please note in the EIS that - because long range transportation plans must be fiscally constrained - the MPO's can only "revise their respective long range transportation plans to specifically include the Preferred Alternative" if funding can be identified for the project.	Clarification has been provided in Section G of the Executive Summary of this Final EIS on this comment. The revised text states: MPO/TPO Actions – Following the publication of this Final EIS , it is anticipated that the Richmond Area MPO and the Hampton Roads TPO would update their respective LRTPs to identify an operationally independent section(s) as funding becomes available. Once that occurs, and the environmental analyses are updated, as necessary, FHWA would issue a Record of Decision (ROD) for that section.
9	Locality	Hampton Roads Transportation Planning Organization	9.5	In this figure the "Exceeds stable traffic flow ADT ranges" hatching may be misleading for those segments with 4 lanes in each direction, since one of those lanes is an HOV lane during the peak travel periods.	Clarification has been provided in the Chapter I - Purpose and Need of this Final EIS . The capacity calculations assume most traffic uses the general purpose lanes and not the HOV lanes for a section.
9	Locality	Hampton Roads Transportation Planning Organization	9.6	It should be noted in the first sentence if these weekday peak periods are for the entire corridor, or whether it varies greatly throughout the corridor.	Clarification has been provided in the Chapter I - Purpose and Need of this Final EIS . The listed average travel speeds represent the worst case of either AM peak hour, PM peak hour, summer Saturday, or summer Sunday peak hour conditions.
9	Locality	Hampton Roads Transportation Planning Organization	9.7	Details regarding the speed study appear to be missing from the text and figures. Are these listed average travel speeds from the PM peak period? The entire day? Or something else?	Clarification has been provided in the Chapter I - Purpose and Need of this Final EIS . The listed average travel speeds represent the worst case of either AM peak hour, PM peak hour, summer Saturday, or summer Sunday peak hour conditions.
9	Locality	Hampton Roads Transportation Planning Organization	9.8	Looking at Figure 1.2, it appears that only a few locations have an LOS of worse than C based on the hatching. However, Figure 1.4 shows most of the corridor is LOS D or worse. This is because Figure 1.4 represents the worst travel period, whereas Figure 1.2 is based on AADTs. This is confusing, and it would be better if only the congestion conditions in Figure 1.4 are shown.	Figure I-2 shows 2011 Base Condition Average Daily Traffic volumes on I-64 from Exit 190 to Exit 264. It does not indicate or represent LOS. It is included to provide information on the average daily traffic volumes throughout corridor. Figure I-4 shows the levels of service for the 2011 Base Condition for the freeway sections, interchange ramp/weave areas, and cross street intersections.
9	Locality	Hampton Roads Transportation Planning Organization	9.9	What region does this represent? Hampton Roads? Richmond? Both combined?	Figure I-6: Mode Share of Total Regional Freight Tonnage (2007) comes from the FHWA, Freight Analysis Framework, Version 3, 2011. In this source, regional is defined as the Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area.
9	Locality	Hampton Roads Transportation Planning Organization	9.10	Review of data obtained from the counties and cities in the I-64 study area and review of potentially developable land shows a large amount of developable land available in the project area. Can you please clarify the exact nature of the data obtained from the counties and cities in the study area - is it socioeconomic data, land use data, etc.?	Methodologies used to determine existing and future land use are provided in Chapter III – Environmental Resources, Impacts and Mitigation, Section A.D of this Final EIS and in the Socioeconomic and Land Use Technical Memorandum . As described in these sections land use information was obtained from numerous sources including: field observation, aerial photography and thru conversations with staff from the study area localities. Information was also collected from available published sources including various Land Use Plans, Mater Plans, Vision Plans, Comprehensive Plans and Community Plans. The similar land uses were then categorized for the analysis.
9	Locality	Hampton Roads Transportation Planning Organization	9.11	A bridge is considered eligible for federal funds for reconstruction if its sufficiency rating is below 80% and the bridge is classified as structurally deficient or functionally obsolete. The same requirement applies for replacement funds with the 50% sufficiency rating threshold.	Comment noted.
9	Locality	Hampton Roads Transportation Planning Organization	9.12	There is discussion on page II-7 on the possible reduction in traffic volumes on I-64 and supplemental increases (0-33%) on Route 60 due to the tolling options with Alternative 2A/2B. However there is no discussion of impacts for Alternative 3. A review of the traffic technical memorandum did not shed much light either. Some discussion on the forecasted volumes will be helpful. For example, some explanation on the changes in volume between the general purpose lanes and the managed lanes.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If Alternative 3 had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.13	The document would benefit from additional clarification on the differences between ETL and HOT lanes. Currently the document just says that ETL is similar to HOT lanes but ETL does not have discounts on multi-occupancy vehicles. Because HOVs typically pay no toll in HOT lanes, the word "discount" may be misleading. Based on the current document, it is not clear if only the ETL lane will be tolled or both the general purpose lane and ETL will be tolled.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.14	The I-64 widening on the Peninsula between exit 255 and 250 is included in the HRTPO's 2034 LRTP as a regionally funded construction project. Was this included in the modeling efforts? Should this be listed in Table II.1.2 along with the listed I-64 improvements between exit 197 and 220? In addition, the I-64 widening between exits 250 and 255 is not listed in the no-build scenario in the Traffic and Technical Memorandum (page 38).	The I-64 widening project from Exit 250 to Exit 255 was not included in the No-Build model. Although this project is in the referenced LRTP, it was determined that including any projects on I-64 in the model would not best represent true "No-Build" conditions and therefore were not included. In addition, this project was placed on hold during the time the EIS studies were being conducted.
10	Locality	James City County	10.1	It appears there is one historic site, identified through JCC records on the attached map, which may be impacted by the proposed expansion. JC297 was identified as the Boswell house on the Gilmer 1863 and 1864 maps. This area has been reported by not field checked. Additional study may be required.	In further investigating the JC297 site it was determined that this site was initially recorded in 1983 as a map-projected site by VDHR staff without any field verification. In 2008 a property owner adjacent to I-64 reported bricks and other remains while plowing a garden area. The County's map was reviewed along with the maps in VDHR's data base. In examining these files it was determined that there could be archaeological remains adjacent to and perhaps extending into the I-64 right of way at this location. However it was determined that this site is important chiefly for the information it contains and would be handled with archaeological issues described in the Programmatic Agreement prepared for this study and included in Appendix K - Programmatic Agreement of this Final EIS . As described in Chapter III - Environmental Resources, Impacts and Mitigation, Section G. Historic Properties of this Final EIS , the Programmatic Agreement documents future study efforts for historic properties.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
11	Locality	James City County	11.1	In response to your request, James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County.	Comment noted.
11	Locality	James City County	11.2	Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle.	Comment noted.
11	Locality	James City County	11.3	Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue.	As indicated in the Executive Summary, Section F of this Final EIS , it has been expressed by a variety of citizens and organizations that it is important to preserve the aesthetics of the corridor by retaining the wooded median, particularly in the section of I-64 through the historic triangle area comprised of the Cities of Williamsburg and Yorktown and in Jamestown. As operationally independent sections of the project corridor advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area.
11	Locality	James City County	11.4	Supportive of phased improvements as partial funding becomes available (e.g. an initial widening improvement from Newport News to Route 199 as a first effort).	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. The Preferred Alternative would be implemented via an operationally independent section as funding allows. Each section would be designed to contribute to the purpose and need of the Interstate 64 Peninsula Study as described in Chapter I - Purpose and Need of this Final EIS . It would be possible for an operationally independent section to contribute to the purpose and need of the study without initially achieving the full build design described in this chapter. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
12	Locality	Richmond Area Metropolitan Planning Organization	12.1	Request further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads.	Responses to the Richmond Area MPO's comments were sent by VDOT to the Richmond Area MPO on February 20, 2013. A copy of this correspondence is included in Appendix I - Coordination in Response to Comments on the Draft EIS of this Final EIS . A meeting to further review VDOT's responses was held on February 28, 2013, with the Richmond Area MPO Technical Advisory Committee subcommittee.
12	Locality	Richmond Area Metropolitan Planning Organization	12.2	More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.3	Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternative 2A, 2B and 3.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.4	More detailed information on the parcels included in the right of way acquisition for the improvements recommended on the corridor as there is little information in the Right of Way Technical Memorandum besides number of parcels needed and number of individuals displaced	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.5	Request to VDOT for further information as to what constitutes a "partial acquisition" of public and private property.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.6	VDOT is requested to explain the planning level costs being presented for Alternatives 1A, 1B and 3 which have almost identical cost ranges.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.7	Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond.	See response 12.1.
13	Locality	City of Richmond Department of Public Works	13.1	I-95 Interchange: VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.	Responses to the City's comments were sent by VDOT to the City on February 20, 2013. A copy of this correspondence is included in Appendix I - Coordination in Response to Comments on the Draft EIS of this Final EIS . A meeting with the City to review VDOT's responses was held on March 11, 2013.
13	Locality	City of Richmond Department of Public Works	13.2	I-64 between I-95 and Mechanicsville Turnpike: The No Build Alternative is not an option given the findings and crashes in the "Traffic/Transportation Technical Memorandum"	See response 13.1.
13	Locality	City of Richmond Department of Public Works	13.3	VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments.	See response 13.1.
14	Locality	York County	14.1	[The Board of Supervisors] recognizes the need for improvements to the I-64 corridor, particularly the segments at the eastern end of the study area - i.e. Jefferson Avenue to Route 199/Exit 242 - where heavy traffic volumes can cause congestion and "slow-crawl" conditions throughout the year.	The goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although the study reviewed the entire corridor, the Preferred Alternative would be implemented via operationally independent sections. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
14	Locality	York County	14.2	With respect to the five Build-Alternatives under consideration, York County has long been a proponent - along with other Historic Triangle jurisdictions, institutions and organizations - of capacity enhancements that recognize and protect the aesthetic character of the area and which avoid an urban, treeless, Jersey-barrier appearance. In that regard, our preference would be for a design that places new general purpose lanes to the outside of existing lanes so that the current wide grassed/landscaped/wooded medians can be protected. However, we recognize that the various constraints within York County segments of the corridor - such as federal acquisition costs - likely makes the 'outside' lanes alternative impractical. Therefore, for the York County segment of the corridor, we support Alternative 1B - Additional General Purpose Lanes in the Median.	Comment noted. As described in Chapter II - Alternatives Considered, Section D of this Final EIS , Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. As operationally independent sections of the project corridor advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
14	Locality	York County	14.3	York County does not favor the use of tolls to finance these improvements.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
15	Public (written)	Berry, George	15.1	There should be a more thorough study done on the impact to commercial vehicles.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
16	Public (written)	Canty, A.	16.1	There is a need to expand Rt. 64 to three lanes from Newport News to Lightfoot. There is no need to expand it after Lightfoot. I request a specific traffic study from Lightfoot exit to the airport exits to see the volume. I have traveled that roads hundreds of time and the volume is appropriate for 2 lanes. There is no need for 3 lanes. Remember the expansion of 460 on the South side should ease traffic on 64.	Specific traffic data for all of the 75 miles of I-64, including the sections between Lightfoot Exit 234 and the Airport Drive Exit 197 can be found throughout Chapter I - Purpose and Need of this Final EIS and the Traffic and Transportation Technical Memorandum . The goal of the study was to comprehensively examine the entire 75-mile long corridor from the City of Richmond to the City of Hampton. As presented in Chapter I - Purpose and Need of this Final EIS , there is a range of traffic volumes that occur throughout the 75 miles with the highest volumes being on the urban sections at the far eastern and western ends of the project area. In addition to these sections, it was determined that two-thirds, including 48 miles eastbound and 49 miles westbound, of the I-64 mainline operates at a deficient LOS during 2011 Base Conditions. These conditions worsen in the design year 2040, with 67 miles eastbound and 58 miles westbound having a deficient LOS. However, although this EIS studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in Appendix L - Phased Approach for Implementation - NEPA Process of this Final EIS .
17	Public (written)	Cherry, Rusty	17.1	Nothing needs to be done on I-64 at present except the widening of I-64 between Ft. Eustis and Patrick Henry exits at this time. This is the most immediate problem and should be addressed now with reconfiguration of the interchange at Ft. Eustis done later as money permits. The pull over lanes should be converted to travel lanes certain times of the day to avoid the back-up of traffic in both directions.	The goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although the EIS studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built.
18	Public (written)	Anonymous Citizen	18.1	See monetary impact study for each alternative plan. I was hoping to see where the money is coming from (federal, state, county) and how it is planned to be spent.	VDOT, in cooperation with FHWA, undertook the I-64 Peninsula Study pursuant to the National Environmental Policy Act (NEPA). At this stage of the project, a planning level construction cost estimate for the entire project was developed using VDOT's project cost estimation system. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from VDOT's project cost estimation system. A full description of the cost estimating process completed for the I-64 project is included in Section II.D Cost Estimates in the Alternatives Development Technical Memorandum . The results of these planning level cost estimates are also shown in the descriptions of the alternatives studied in detail and described in Chapter II - Alternatives Considered, Section C of this Final EIS . Further refinements to the construction estimates would be done before construction of the operationally independent section. A ROD cannot be prepared for this project until fiscal constraint is demonstrated for an operationally independent section.
19	Public (written)	Anonymous Citizen	19.1	The impact of construction woes will have on existing business that affect Williamsburg economy. For example: Busch Gardens, Outlets both having current fiscal concerns. The possible spillover to predominantly family community roadways such as 199 or Route 5. Everyday travelers that use this roadway to reach work certainly can't withstand tolls.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
20	Public (written)	Geduldig-Yatrosfsky, Mark	20.1	The "done deal" on US 460 redefines the "no-build" context in a way that the DEIS did not take into account.	As indicated in Chapter I - Purpose and Need, Section C.2 of this Final EIS , future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads planning organizations. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes known projects within the corridor that are in the Richmond Area MPO's <i>2035 Long-Range Transportation Plan</i> , and the Hampton Roads TPO's <i>2034 Long-Range Transportation Plan</i> , as well as the <i>Rural Long Range Transportation Plans</i> for the City of Richmond and Hampton Roads PDCs. Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. As indicated on Page 38 of the Traffic and Transportation Technical Memorandum a number of major projects are identified as being included on these LRTPs including the US 460 project. Therefore the effects of the US 460 project were accounted for in the future year traffic projections completed for the I-64 study.
21	Public (written)	Gillilan, Debra	21.1	Was the need for additional basins in the median included in the costs if the option is chosen to widen on the median side?	A full description of the cost estimating process completed for the I-64 project is included in Section II.D Cost Estimates in the Alternatives Development Technical Memorandum . VDOT, in cooperation with FHWA, undertook the I-64 Peninsula Study pursuant to the NEPA. Studies of Waters of the United States, including wetlands, water quality, surface and groundwater supply and floodplains; are included in Chapter III – Environmental Resources, Impacts, and Mitigation, Section E of this Final EIS . However, at this stage of the project, detailed drainage and hydraulic/hydrological studies, including the need for and placement of basins, have not been completed. Further details on these elements would be investigated as an operationally independent section of the project corridor advance into detailed design. As part of the NEPA process, a planning level construction cost estimate for the entire project was developed using VDOT's Planning Level Cost Spreadsheet. Given the level of detail included in the conceptual plans that were used in the NEPA analysis, costs for stormwater basins are not included in VDOT's Planning Level Cost Spreadsheet. The results of these planning level cost estimates are also shown in this Final EIS . Further refinements to the construction and right of way cost estimates would be done as each operationally independent section progresses into the more detailed design phases. Once more detailed designs are available, construction cost estimates would be prepared prior to construction.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
22	Public (written)	Hartley, Roy	22.1	Remove the west bound left exit to route 143 Exit 243B. Combine this exit with 243A to Busch Gardens. Currently during evening rush hour, this left exit causes a slowdown in the left westbound lane as existing cars slowdown and move to the left lane to exit.	As indicated in Figures I.4 and I.10 in Chapter I – Purpose and Need of this Final EIS , the section of I-64 in the area of Exit 243 operates at a deficient LOS E/F in the base year 2011. These conditions continue to worsen by year 2040. Conceptual design options for the Exit 243 Interchange area were investigated during the EIS process and are shown in Appendix E of the Alternatives Development Technical Memorandum . Further engineering design for this interchange area would be completed during the detailed design phase of an operationally independent section. The overall goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although this EIS studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Further engineering investigations would include specific lane configuration analysis and individual interchange design needs. These decisions would be made as the project progresses and as funding is identified and secured.
23	Public (written)	Jordan, A.	23.1	There is not enough information on the toll options versus the impact on Economic Development and lost tax revenue.	As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling, had been identified as the Preferred Alternative, further information would have been developed.
23	Public (written)	Jordan, A.	23.2	Please identify the level of impact to the historical and archaeological resources. Is it impact to actual buildings and dig sites or just properties encumbered with historical resources with no disruption to the properties?	As part of this EIS , impacts to the historical and archaeological resources were investigated and identified. Descriptions of these investigations are included in Chapter III – Environmental Resources, Impacts, and Mitigation, Section G of this Final EIS . Additional information is also included in the <i>Historic Properties Documentation</i> prepared for this project. As indicated in this text, impacts to these areas included an evaluation of structures along with property impacts within the defined resource boundary. Following the circulation of the Draft EIS , further coordination was held with the VDHR to determine potential effects of the proposed I-64 project on archaeological sites and historic properties. VDOT, on behalf of FHWA, submitted an effects determination letter to the VDHR, along with the identified consulting parties, on February 6, 2013. The VDHR concurred with the information contained in a letter by signature on March 8, 2013. A copy of this letter is included in Appendix I – Coordination in Response to Comments on the Draft EIS of this Final EIS . In addition, as described in Chapter III – Environmental Resources, Impacts and Mitigation, Section G, the Programmatic Agreement documents future study efforts for historic properties. The Programmatic Agreement prepared for this study is included in Appendix K – Programmatic Agreement of this Final EIS .
23	Public (written)	Jordan, A.	23.3	Also, how will the run-off be treated around the reservoirs and other environmentally sensitive areas?	Stormwater runoff would be controlled in accordance with all applicable state regulations. The required permits would be obtained and/or procedures put into place prior to the initiation of project construction. As part of the permitting process, the required federal and state agencies would be coordinated with regarding water quality issues, threatened and endangered species, and other environmentally sensitive areas. Also refer to the response to Comment Nos. 1.10, 1.11, 3.16, 3.17, and 3.18.
23	Public (written)	Jordan, A.	23.4	Why was only express and truck lanes examined as an alternative but not the addition of express rail or other rail transit?	As described in Chapter II – Alternatives Considered, Section B of this Final EIS , as part of the Intermodal Study conducted for this EIS , both existing and planned passenger and freight railroad services were examined. These efforts included a review of recently completed studies along with those currently underway in the City of Hampton to the City of Richmond corridor by both public and private organizations. Further information from the Intermodal Study is included in the Traffic and Transportation Technical Memorandum . The information contained in Chapter II – Alternatives Considered on Page II-3 of this Final EIS (Passenger/Freight Rail section) describes the <i>Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)</i> prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. Following circulation of the Draft EIS , further coordination was held with the VDRPT in examining ways to project the passenger ridership information contained in the Tier I Final EIS from the year 2025 to design year 2040. The Study Team examined ways to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 EIS traffic studies the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the best-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%–1.7% of the total volume of projected traffic on I-64. Therefore it was determined that overall, the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Therefore, rail improvements would not meet the purpose and need of the study were not carried forward for further study. However, as described in Chapter II – Alternatives Considered of this Final EIS , although passenger/freight rail improvements would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
23	Public (written)	Jordan, A.	23.5	The project should also consider additional ingress/egress improvements to include new and/or improved interchanges such as the Armistead/La Salle/King Street areas of Hampton and Debig Boulevard in Newport News. Such improvements are critical to the interstate's functionality, local road conditions, and redevelopment opportunities.	As indicated in Chapter I – Purpose and Need, Section C.2 of this Final EIS , future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads planning organizations. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes known projects within the corridor that are in the Richmond Area MPO's <i>2035 Long-Range Transportation Plan</i> , and the Hampton Roads TPO's <i>2034 Long-Range Transportation Plan</i> , as well as the Rural Long Range Transportation Plans for the City of Richmond and Hampton Roads PDCs. Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. As indicated on Page 38 of the Traffic and Transportation Technical Memorandum a number of major projects are identified as being included on these LRTPs however, no new/additional interchanges on I-64 are included. As operationally independent sections of the I-64 corridor advance into detailed design, any new or improved interchange projects added to the <i>Constrained Long Range Plans</i> would be considered as efforts to improve the corridor moving forward.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/ Agency	Comment No.	Comment	Response
24	Public (written)	Malmquist, David	24.1	The most promising alternative is enhanced and expanded passenger rail service. VDOT excludes rail from its current plan, claiming that a high-speed line between Hampton Roads and Richmond would fail to reduce the congestion on I-64 because it's mostly due to summer weekend traffic rather than weekday commuters.	As described in Chapter II – Alternatives Considered, Section B of this Final EIS , as part of the Intermodal Study conducted for this EIS , both existing and planned passenger and freight railroad services were examined. These efforts included a review of recently completed studies along with those currently underway in the City of Hampton to the City of Richmond corridor by both public and private organizations. Further information from the Intermodal Study is included in the Traffic and Transportation Technical Memorandum . The information contained in Chapter II – Alternatives Considered on Page II-3 of this Final EIS (Passenger/Freight Rail section) describes the <i>Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)</i> prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. Following circulation of the Draft EIS , further coordination was held with the VDRPT in examining ways to project the passenger ridership information contained in the Tier I Final EIS from the year 2025 to design year 2040. The Study Team examined ways to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 EIS traffic studies the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the best-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%-1.7% of the total volume of projected traffic on I-64. Therefore it was determined that overall, the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Therefore, rail improvements would not meet the purpose and need of the study were not carried forward for further study. However, as described in Chapter II – Alternatives Considered of this Final EIS , although passenger/freight rail improvements would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
25	Public (written)	Rice, Donald	25.1	The Chickahominy River and Chickahominy Lake at Walker's Dam are public drinking water sources. Neither of these critical natural resources has been identified or addressed. See, for example, pages 26-32 of the Natural Resources Technical Memorandum.	The information on public drinking water resources has been updated in Chapter III - Environmental Resources, Impacts and Mitigation, Section E of this Final EIS to include the Chickahominy Lake and Chickahominy River.
26	Public (written)	Sayeh, Donna	26.1	Bring the fleet of car ferries back into service.	In reviewing this comment, there is uncertainty as to the location(s) and operation(s) referred to by the commenter. In investigating known data sources, no studies were found that examine the use of car ferries from the City of Richmond to the City of Hampton and therefore this mode was not included as part of the Intermodal Study for the EIS. Although the study did not specifically examine car ferries, the Intermodal Study included in the Traffic and Transportation Technical Memorandum did examine a range of other modes of transportation. These other modes included existing and future passenger/freight rail service along with barge service between the Cities of Norfolk and Richmond. As for barge service, based on the Virginia Port Authority (VPA) 2040 Master Plan, the VPA worked with private interests to launch a new barge service in December 2008 between the City of Norfolk and the City of Richmond. When fully operational, the 64 Express barge service was expected to remove 58,000 trucks from Virginia's roads. It means there are approximately 160 less trucks on the roads every day. Based on the Port Authority figures, in 2011, 4% of cargo was moved by barges, which are approximately 43,200 TEU10 and equivalent to 28,800 trucks per year or 79 trucks per day (1.5 TEU/truck). If the barge service continues to grow in line with the total demand, in 2040, more than 191,000 TEU would be moved by barges, which is equivalent to 343 trucks per day. Details on the trip analysis can be found in the Traffic and Transportation Technical Memorandum . A VPA presentation on port-related truck traffic shows that, among the two competitive routes, 83% of port trucks choose I-64 while 17% use US 460. The study assumes that the trucks carrying commodities diverted by barge would use the same proportions, and the barge service would reduce 66 trucks on I-64 and 13 trucks on US-460 on a daily basis in 2011. In 2040, approximately 285 trucks would be eliminated on I-64, and 58 trucks on US 460. Respectively, the frequency of barge service would be increased from one trip per weekday to four per weekday. After reviewing the available barge information it was determined that overall, barge service is not expected to remove enough vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Barge service would also not address the roadway deficiencies and safety needs identified for the study. In addition to these studies, the Hampton Roads Bridge Tunnel EIS , which is currently underway, did examine ferry ridership and its effects on I-64 traffic specific to the area of the Hampton Roads Bridge Tunnel. The results of these studies indicate that ferry ridership would remove between 600 and 1,100 vehicles per day from I-64. This amount of reduction in traffic is similar to the amount projected when examining possible additional passenger rail in the I-64 corridor described in Response 23.4. As a result, the reduction of an estimated 600 to 1,100 vehicle trips per day is not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Therefore, it was determined that neither ferry nor barge service would meet the purpose and need of the study. However, although these types of services would not meet the purpose and need as individual, stand alone alternatives these services can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
27	Public (written)	Shepelc, Reuben	27.1	[Study using] alternate roadways such as 143 or 60.	The purpose and need identified for the project is to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. As described throughout Chapter I – Purpose and Need of this Final EIS and in the Purpose and Need Technical Memorandum , the specific needs for the I-64 Study were developed based on a comprehensive review of previous studies along with the analysis of current data compiled for this study, including information collected through numerous meetings with federal, state and local agencies; cooperating and participating agencies; project stakeholders and the public. Overall, it was determined that increased traffic congestion and an aging infrastructure in this section of I-64 have led to concerns for travelers and improvements to I-64 are required to address a series of identified needs in capacity, roadway deficiencies and safety. Therefore, the use of alternate roadways such as VA 143 or VA 60 was not examined as an alternative to improvements on I-64. However, descriptions of potential traffic impacts to adjacent parallel roadways, such as routes VA 143 and VA 60, are included in the <i>Toll Diversion Study</i> , which was completed in relation to Alternatives 2A/2B, and is included in the Traffic and Transportation Technical Memorandum . As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	Category	Name/Group/Agency	Comment No.	Comment	Response
28	Public (written)	Stephens, Rob & Susan	28.1	Study accident and death statistics from states with tolls in place (Garden State Pkwy NJ, NY, etc)	As indicated in Chapter II – Alternatives Considered, Section C of this Final EIS , it was assumed that Alternative 2A and 2B would involve tolling all vehicles, in both directions and for the entire length of the corridor from I-95 in the City of Richmond to I-664 in the City of Hampton. It was also assumed that there would be toll collection stations, using overhead gantries and all-electronic tolling (i.e. all tolls would be collected at highway speeds), for every interchange-to-interchange section of I-64. Figure II.8 in this Final EIS provides a typical section showing an overhead gantry. As described in Chapter II – Alternatives Considered, Section D of this Final EIS , the Preferred Alternative has been identified as Alternative 1. If any of the tolling Alternatives had been identified as the Preferred Alternative, further information would have been developed.
29	Public (written)	Wanner, Sandford	29.1	Impact on historic resources needs further study.	As part of the EIS study impacts to the historical and archaeological resources were investigated and identified. Descriptions of these investigations are included in Chapter III – Environmental Resources, Impacts, and Mitigation, Section G of this Final EIS . Additional information is also included in the Historic Properties Documentation prepared for this project. As indicated in this text, impacts to these areas included an evaluation of structures along with property impacts within the defined resource boundary. As described in Chapter III - Environmental Resources, Impacts and Mitigation, Section G of this Final EIS , the Programmatic Agreement documents future study efforts for historic properties. The Programmatic Agreement prepared for this project is included in Appendix K - Programmatic Agreement of this Final EIS .
29	Public (written)	Wanner, Sandford	29.2	Landscaping in tourism areas needs further study.	As indicated in the Executive Summary, Section F of this Final EIS , it has been expressed by a variety of citizens and organizations that it is important to preserve the aesthetics of the corridor by retaining the wooded median, particularly in the section of I-64 through the historic triangle area comprised of the Cities of Williamsburg and Yorktown and in Jamestown. As operationally independent sections of the Preferred Alternative advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area.



INTERSTATE 64 PENINSULA STUDY

AGENCY, LOCALITY AND REPRESENTATIVE PUBLIC COMMENTS



APPENDIX H: COMMENTS ON THE DRAFT EIS



REPLY TO ATTENTION OF

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

January 15, 2013

Eastern Virginia Regulatory Section
NAO-2011-00426
VDOT Project Number 0064-M11-002,P101
(various waterways)

Mr. John Simkins
Federal Highway Administration
400 North 8th Street, Room 750
Richmond, Virginia 23219

Ms. Angel Deem
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Simkins and Ms. Deem:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Interstate 64 (I-64) Peninsula Study, for a 75-mile corridor from Interstate 95 (I-95) in the City of Richmond to Interstate 664 (I-664) in the City of Hampton, Virginia. The Norfolk District Corps of Engineers is a cooperating agency in the preparation of documents for this study.

The purpose of this letter is to provide our comments and recommendations, which are to be addressed in the study and the Final Environmental Impact Statement (FEIS). It is our goal to adopt your document for purposes of our National Environmental Policy Act (NEPA) requirements. By fully addressing these points and including information in the FEIS, it is more likely we will be able to adopt your document.

- 1) **Purpose and Need:** We agree with your purpose and need statement, "to alleviate existing and accommodate future capacity and improve roadway deficiencies and safety in the corridor between Richmond and Hampton in Virginia." However, please give the rationale as to why a Level of Service (LOS) of "C" was set as the goal along the entire mainline corridor, as it is our understanding that an LOS of "D" may be acceptable in urban settings, and therefore, might be appropriate at both ends of the project corridor. Assuming an LOS of "D" would be appropriate in these areas, what would be the reduction in impacts to waters of the United States, including wetlands? Considerations such as this might be important not only for avoiding and minimizing such impacts, but also in terms of the overall cost of the project, and in case it must be scaled down and/or portions of it

1.1

2

prioritized in terms of the greatest need. We note that some of the Interchanges and intersections are already being designed to an LOS "D" or less under all Build Alternatives. 1.1

- 2) **Alternatives Development:** We agree that appropriate alternatives were considered; however, the following should also be addressed or clarified:

- a. We recognize that alternatives such as railway improvements or Transportation Systems Management/Travel Demand Management (TSM/TDM) could not meet the project purpose and need as stand-alone alternatives. However, in combination, they might potentially allow a reduction in environmental impacts for any of the alternatives discussed in the DEIS, while sufficiently addressing the purpose and need. Examples would be major, rather than just minor, reconfiguration or reconstruction of ramps, bridges, and/or weaves for all substandard intersections and interchanges; increased park and ride capacity; and design of the urban segments of the mainline corridor to an LOS "D", if appropriate. We recommend you consider these in various combinations along with your current alternatives. 1.2

- b. We note that the reduction in passenger and freight rail traffic on I-64 as a result of proposed improvements is given for 2025, but not for design year 2040. How much passenger and freight traffic is estimated to be removed from I-64, both by CSX and Norfolk Southern rail, by the design year of 2040 (expressed in terms of percentage and numbers), and how might this affect traffic? How might consideration of future rail, in combination with the above-mentioned options, help reduce the project's footprint and impacts? 1.3

- c. The toll diversion study in Appendix H of the Traffic Study shows that if Alternatives 2A/2B (the tolled alternatives) are selected, the impact on ancillary roadways could be an increase of 0-33% in traffic, which is a potentially substantial effect. However, the study does not address specifically the potential effects on those roads and communities, the duration of these effects, or the ancillary roads' pre- and post-LOS. If these alternatives are chosen, further study is needed to address these potential impacts. 1.4

- d. **Comments with regard to the existing alternatives:**
 - i. Alternatives 1B/2B may more effectively minimize fragmentation of aquatic resources and wildlife and riparian corridors, than the other alternatives. 1.5
 - ii. Once an alternative is selected, it may still be appropriate and practicable to widen to one side or to the other of the existing corridor in specific locations, to avoid any particularly valuable aquatic or other important resources.
 - iii. We agree that traffic systems management and/or traffic demand management (TSM/TDM) improvements may also be pursued independently or as part of one of the Build Alternatives. 1.6



APPENDIX H: COMMENTS ON THE DRAFT EIS

3

- 3) **Jurisdictional determination:** We recognize that at this stage of review, waters of the United States, including wetlands, that are subject to the Corps' jurisdiction, have been identified to a level sufficient to compare alternatives. Please note that prior to the submittal of a permit application, a full jurisdictional determination to identify all waters of the United States, including wetlands, will be required, utilizing the current methodology at that time. 1.8
- 4) **Potential Waters of the US and wetland impacts:** We appreciate the level of detail to which the potential wetland impacts and waters of the U.S. have been identified. However, we request that you include the following additional information in the FEIS to help us identify the Least Environmentally Damaging Practicable Alternative (LEDPA): 1.9
 - a. We note that the total potential impacts to waters of the U.S. for Alternative 1A/2A are 66.11 acres of wetlands and 112,237 linear feet of tributaries; for Alternative 1B/2B, they are 64.95 acres and 113,544 linear feet of tributaries; and for Alternative 3 they are 66.73 acres and 112,516 linear feet of tributaries. We understand that these are based on the footprints of the proposed roadway expansion, and that they were given as a worst-case scenario. However, since these impacts would not all be direct fills, it would be very helpful if you could also present for each alternative an estimate of the acreage and linear footage of these resources that are likely to be bridged, based in part on the resources that are currently bridged along the existing I-64 facility, and also on known hydraulic requirements.
 - b. Since jurisdictional manmade ditches are typically not as valuable as natural streams and may not require as much or any compensation, we recommend that you differentiate the potential impacts to each of these within the project corridor, and present it comparatively for each alternative.
- 5) **Stormwater Impacts:** The existing I-64 facility appears to include very few stormwater treatment facilities. While we recognize that construction of the facility pre-dated such requirements, we are concerned about the cumulative water quality impacts of the existing and proposed roadway footprint, particularly since some of the receiving waters are public water supplies, impaired waters, or both. The DEIS describes ways in which stormwater impacts might be minimized during construction, but does not adequately address the project's potential long-term impacts on aquatic resources. While we recognize that this project may not be designed for some time, we recommend that you address in the FEIS the long-term treatment of stormwater post-construction, including design storm year, and a preliminary estimate of the number, locations, and types of stormwater facilities. All facilities should be located outside of jurisdictional waters. In addition, we recommend that you incorporate the use of low impact development (LID) facilities, such as constructed wetlands or other designs, which may be more effective at removing sediment and other pollutants than traditional stormwater management facilities, while also potentially reducing direct impacts to aquatic resources. 1.10

4

- 6) **Public Water Supply Impacts:** As you know, we are also required to consider impacts to all public water supplies. The DEIS notes that seven drinking water reservoirs have been identified within the project study area. In addition to providing the information above, please explore further the potential impacts of the project on these facilities' operations and water quality, and include this information in the FEIS. As part of this effort, please coordinate with the appropriate officials for each facility, providing them information on the potential impacts both during and post-construction. Their recommendations to minimize impacts on these resources and the operation of the facilities should be included in the FEIS, as well as incorporated into the preliminary and final designs of the project. 1.11
- 7) **Other water quality impacts:** The DEIS notes the project study area includes waters on Virginia's impaired water list. Anticipated water quality impacts and new TMDL requirements will need to be thoroughly addressed, as they will be considerations in obtaining a Section 401 permit from the Virginia Department of Environmental Quality (VDEQ). A Section 401 permit must be obtained before we can issue any Section 404 permit. 1.12
- 8) **Lead Federal agency designation:** Please note that in our previous correspondence dated April 1, 2011 (attached), we designated the FHWA as lead Federal agency to act on our behalf with regard to Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA). In accordance with 50 CFR 600.920(b), the Corps hereby designates FHWA to conduct Essential Fish Habitat coordination pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) on our behalf as well. 1.13
- 9) **Avoidance and Minimization:** We reiterate the recommendations from our above-mentioned letter (attached): bridging is preferred for stream and wetland crossings, particularly where there are high-quality streams, large expansive wetland areas, organic soil bottomland wetlands, tidal waters and wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. Should new or replacement box or pipe culverts be installed, they must be countersunk below streambeds to allow for passage of aquatic species in accordance with the current requirements. In addition, if streams must be relocated, it is recommended that you incorporate natural channel design principles into the design. 1.14
- 10) **Mitigation:** We also reiterate our previous comments concerning mitigation (attached). Given the potentially significant amount of compensation that may be required, we recommend that you begin to locate and identify potential compensation options for wetlands and streams within the watersheds to be impacted. 1.15
- 11) **Indirect and cumulative effects analysis:** The DEIS contains considerable qualitative detail in the Indirect and Cumulative Effects Memorandum, regarding past, present, and future road projects as well as development types and densities for each of the localities through which the corridor passes. We concur with the timeframe specified for the analysis from the 1960s, when construction began on this corridor, to the design year of 2040. However, for purposes of our review under Section 404, the development and road projects described 1.16



APPENDIX H: COMMENTS ON THE DRAFT EIS

5


in the Memorandum must be translated into impacts of aquatic resources. This may be done using your existing data, aerial photographs, USGS quadrangle sheets, National Wetland Inventory (NWI) maps, other GIS mapping, data from localities, our records, and other sources. The original aquatic resource impacts of the existing I-64 facility itself should also be estimated in this manner, as well as its secondary impacts, such the effects of any undersized culverts, stream channelization, or fragmentation of stream and wetland corridors. In addition, in order to address the impacts of reasonably foreseeable development that may result from the project, please consider and estimate the indirect effects and potential development as a result of the project, within a one-mile radius around each interchange, including the extent of aquatic resources present.

1.16

Thank you for the opportunity to submit comments and recommendations to be considered in drafting the FEIS. If you have questions, please contact Ms. Kathy Perdue at (757) 201-7218, or Kathy.S.Perdue@usace.army.mil.

Copies of this letter have been provided to: the Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries), US Coast Guard, Virginia Department of Environmental Quality (VDEQ), Virginia Department of Historic Resources (VDHR), and McCormick/Taylor Consultants.

Sincerely,


for Kimberly A. Prisco-Baggett, MBA
Chief, Eastern Virginia Regulatory Section



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

April 1, 2011

Eastern Virginia Regulatory Section
NAO-2011-00426
VDOT Project Number 0064-M11-002,P101
(various waterways)

Ms. Irene Rico, Division Administrator
Federal Highway Administration
400 North 8th Street, Room 750
Richmond, Virginia 23219

Mr. Nicholas Nies
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Ms. Rico and Mr. Nies:

Thank you for the recent correspondence from your agencies concerning the initiation of a study of transportation needs, improvements, and environmental impacts, for the Interstate 64 (I-64) Corridor from Interstate 95 (I-95) in the City of Richmond to Interstate 664 (I-664) in the City of Hampton. The purpose of this letter is to provide our initial comments and recommendations regarding issues to be addressed in the study and the Environmental Impact Statement (EIS).

Considering the size and scope of this project, it will almost certainly impact waters and/or wetlands regulated by the Norfolk District Army Corps of Engineers (Norfolk District) under Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act (33 U.S.C 403). Therefore, a permit or permits will likely be required if either a new highway facility or improvements to existing facilities is ultimately proposed. Our regulations require that we consider a full range of public interest factors and conduct an alternatives analysis in order to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative we can authorize.

The Norfolk District will participate as a cooperating agency in the development of the Environmental Impact Statement (EIS). We wish to participate in all interagency meetings and field reviews. We request that dates and times for meetings and reviews be coordinated well in advance with all parties to ensure maximum interagency participation. We also request regular coordination with the agencies prior to making any decisions regarding the range and/or elimination of alternatives. We further encourage the use of a collaborative process for the study of this project, documenting concurrence of the pertinent Federal agencies at important steps, to



APPENDIX H: COMMENTS ON THE DRAFT EIS

-2-

provide the local governments and the public with a more dependable framework for planning decisions.

Purpose and Need

Please ensure that the purpose and need for the project is clearly defined. We concur that the purpose and need should address such factors as capacity, roadway deficiencies, safety, freight traffic, economic development, emergency preparedness, and military connectivity. In addition, it should address the following:

- 1) Planned future improvements to the existing passenger and/or freight rail lines on the Peninsula and whether these improvements may address to some extent any of the deficiencies identified.
- 2) Specifically how this corridor will tie in with the purpose, need, and alternatives considered for the Hampton Road Bridge Tunnel (HRBT) corridor, for which your agencies are also initiating a study.
- 3) Identify and explain the deficiencies that need to be addressed, without discussing any potential solutions or so narrowly defining the deficiencies as to restrict consideration of a full range of alternatives.

Minimization and Consideration of Alternatives

As mentioned earlier, our agency can only authorize the LEPDA after full consideration of an alternatives analysis and a range of public interest factors. In addition to impacts to aquatic resources, we must consider factors such as land use (including displacements of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice. Therefore, we reiterate the importance of regular coordination with the agencies prior to making any decisions regarding the range and/or elimination of alternatives.

We recommend that the following avoidance and minimization measures be considered as part of the alternatives analysis:

- 1) The degree to which passenger and/or freight rail may address congestion and reduce the need for additional impacts. Proposed passenger and freight rail improvements should be considered not only as stand-alone alternatives, but also supplemental alternatives, and in combination with build alternatives.
- 2) Bridging is preferred for all stream and wetland crossings, particularly where there are high-quality streams, large wetland areas, organic soil bottomland wetlands for which mitigation is difficult, tidal wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. All crossings for which box culverts will

-3-

be installed must be countersunk below streambeds to allow for passage of aquatic species in accordance with our current requirements.

- 3) We recommend that to the extent practicable, the median be utilized for road improvements, as this should help minimize impacts to higher quality, less disturbed resources.

Impacts to Resources

- 1) As mentioned earlier, waters of the United States, including wetlands, regulated by the Norfolk District will likely be impacted by the project. Prior to developing and comparing alternatives, these jurisdictional waters and wetlands should be identified in the study area. At a minimum, all available information such as aerials, U.S.G.S. quad sheets, National Wetland Inventory (NWI) maps of the study area should be used to approximate the location of wetlands and waters. At this level of review, the identification of waters of the U.S would need to be sufficient for locating and comparing alternatives.
- 2) As a cooperating agency with our own requirements for assessing alternatives in order to identify the LEDPA, the Norfolk District will work closely with FHWA and VDOT in developing the alternatives. In order for us to identify the LEDPA after the issuance of the DEIS, we must have sufficient information included in the comparison of the alternatives and agree that there are no other reasonable alternatives that need evaluation.
- 3) Mitigation of impacts to aquatic resources should be addressed in the DEIS. Avoidance and minimization of impacts should be a primary consideration in the development and comparison of alternatives, and those considerations should be discussed in the document. The document should also discuss potential compensation options for unavoidable impacts. In that regard, the following comments are pertinent:
 - a. Wetland impacts are typically mitigated 2:1 for forested; 1.5 to 1 for scrub/shrub, and 1:1 for emergent. However, please note that we may require additional mitigation for particularly valuable or difficult-to-mitigate wetlands.
 - b. Typically, we require stream mitigation for unavoidable stream impacts to greater than 300 linear feet of stream at a crossing. However, we also consider the cumulative impacts to streams from a given project, and mitigation may be required for shorter lengths of stream if there are many impacts in close proximity or if there are multiple impacts to the same stream and/or its direct tributaries. We encourage natural channel design to the extent practicable for streams that must be relocated. The Norfolk District utilizes the Unified Stream Methodology (USM) for determining how much stream mitigation is required for projects. The USM is also used to determine the amount of mitigation credit that will be granted for stream mitigation projects.
 - c. Mitigation banks that include the impact areas within their geographic service areas should be identified, as well as any currently proposed banks. The purchase

APPENDIX H: COMMENTS ON THE DRAFT EIS

-4-

of credits from one or more mitigation banks may comprise a substantial portion of your mitigation package.

- 4) It appears that the project may impact at least three public water supply reservoirs: Lee Hall, Skiffes Creek, and Diascund Creek Reservoirs. We recommend minimization to these resources as well as thorough and continued coordination with their management authorities.
- 5) We recommend you coordinate with the U. S. Coast Guard regarding appropriate bridge design and clearances for any bridges over navigable waters.
- 6) It appears that the project study area may include Essential Fish Habitat for a number of estuarine fish species. We recommend close and continued coordination with the National Oceanic and Atmospheric Administration (NOAA) Fisheries Service.
- 7) The project study area may include waterways utilized by anadromous fish. We recommend close and continued coordination with NOAA Fisheries and the Virginia Department of Game and Inland Fisheries (VDGIF).
- 8) The project study area may include habitat for both Federally- and State-listed threatened and endangered species. We recommend close coordination with the U.S. Fish and Wildlife Service (USFWS) for Federally-listed species, and the Virginia Department of Conservation and Recreation (VDCR) and VDGIF for State-listed species. Any formal or informal Section 7 consultation would need to be completed by the FHWA as the lead Federal agency, as per 50 CFR 402.07.
- 9) The project is likely to affect a number of historic and cultural resources. As per 36 CFR 800.2(a)(2), the FHWA is hereby designated as the lead federal agency to fulfill the collective Federal responsibilities under Section 106 of the National Historic Preservation Act, for the undertaking. We authorize your agency to conduct Section 106 coordination on our behalf. Any Memorandum of Agreement prepared by your agency under 36 CFR 800.6 should include the following clause in the introductory text:

“WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106;”

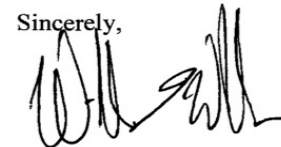
Thank you for the opportunity to submit comments and recommendations to be considered in the initial phase of the study and the EIS. We hope they have been helpful, and we look forward to working with you on this project. If you have questions, please contact Ms. Kathy Perdue at (757) 201-7218 or Kathy.S.Perdue@usace.army.mil.

Copies of this letter have been provided to: the Environmental Protection Agency (EPA), USFWS, NOAA Fisheries, U.S. Coast Guard, DGIF, Virginia Department of Environmental

-5-

Quality (VDEQ), Virginia Department of Historic Resources (VDHR), and McCormick/Taylor Consultants.


Sincerely,



William T. Walker
Chief, Regulatory Branch




APPENDIX H: COMMENTS ON THE DRAFT EIS



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904



December 11, 2012

9043.1
ER 12/803

Nicholas Nies
Project Manager
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219


Dear Mr. Nies:

The U. S. Department of the Interior (Department) has no comment on the Draft Environmental Impact Statement for the Interstate 64 Peninsula Study, from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia


2.1

Thank you for the opportunity for comment.

Sincerely,



Lindy Nelson
Regional Environmental Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 7, 2013

Mr. John Simkins
Planning and Environment Team Leader
Federal Highway Administration
Virginia Division
P.O. Box 10249
Richmond, Virginia 23240

Re: Draft Environmental Impact Statement for Interstate 64 Peninsula Study From Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia, October 2012, CEQ 20120349

Mr. Simkins,

In accordance with the National Environmental Policy Act of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1509), the U.S. Environmental Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the above mentioned study. The Virginia Department of Transportation (VDOT), in cooperation with Federal Highway Administration (FHWA), is evaluating options to improve the 75 mile long I-64 corridor from the Interstate 95 (I-95) (Exit 190) interchange in the City of Richmond to the Interstate 664 (I-664) (Exit 264) interchange in the City of Hampton. The study area is located within seven localities, including the City of Richmond, Henrico County, New Kent County, James City County, York County, the City of Newport News, and the City of Hampton. The I-64 corridor includes 25 interchanges and 109 major bridge structures on or over the interstate.

The number of lanes on existing I-64 varies throughout the study area. In the vicinity of Richmond, from Exit 190 to Exit 197, there are generally three lanes in each direction. Between Exit 197 and mile marker 254, there are generally two lanes in each direction. Beginning at mile marker 254 and continuing east to the City of Hampton area, I-64 widens to four lanes in each direction with three general purpose lanes and one 2+ person High Occupancy Vehicle (HOV 2+) lane during the AM and PM peak periods. The DEIS studied the need to increase capacity, eliminating roadway deficiencies, and improving safety while attaining a Level of Service (LOS) of "C" or better in for modeled traffic of 2040.

The study is considering 5 basic alternatives (generally grouped as three) for meeting the stated purpose and need. Alternative 1A & 1B add general purpose lanes in the existing right-of-way (ROW) to the greatest extent practicable to either the outside of the existing lanes (1A) or to


APPENDIX H: COMMENTS ON THE DRAFT EIS

the inside (1B) of the existing lanes in the median. Alternative 2A & 2B are adding lanes in existing right of way to the greatest extent practicable to either the outside of the existing lanes (2A) or to the inside (2B) of the existing lanes in the median, which are identical to 1A & 1B, and tolling all lanes. Alternative 3 is the addition of managed lanes located within the median of the existing lanes where space is sufficient and will expand the general use lanes when necessary. The projected costs for the alternatives are generally similar ranging from a low and high estimate for each at approximately \$4.7 - \$7.3 billion.

EPA reminds the lead agencies that avoidance and minimization to Waters of the U.S. (WOUS) to the greatest extent practicable must occur prior to any conversation of mitigation for impacts to WOUS. While the preferred alternative has not been identified nor final design and resulting potential impacts have not submitted for a CWA 404 permit, the document is focused heavily on mitigation and little to no discussion on avoidance and minimization. A total of 99.93 acres of wetlands and 148,493 linear feet of potentially jurisdictional waters were identified within the study corridor. A substantial and very similar amount of potential impacts WOUS are associated with these alternatives. Alternative 1A & 2A could impact 66.11 acres of wetlands and 112,237 linear feet of stream channel. Alternative 1B & 2B could impact 64.95 acres of wetlands and 113,544 linear feet of stream channel. Alternative 3 could impact 66.73 acres of wetlands and 112,516 linear feet of stream channel. As the project moves toward a design phase, effort will be needed to identify functions and values of resources in the study area. It is anticipated that effort will be made to bridge as great a portion of the aquatic resources as possible during the design phase of the project.

Based on our review of the DEIS, EPA has rated the environmental impacts associated with all of the action alternatives as Environmental Concerns ("EC") and the adequacy of the impact statement as "2" (Insufficient Information). This rating is due to the direct impacts of the proposed alternatives on aquatic resources, including streams, wetlands and floodplains, and terrestrial resources, including parkland. Environmental Justice (EJ) methodology for identifying communities of concern should be reviewed; other suggestions for EJ analysis are attached. Detailed comments on the DEIS are enclosed with this letter. A description of our rating system can be found at: www.epa.gov/compliance/nepa/comments/ratings.html.

Please consider the issues, questions and comments included in this letter and enclosure. EPA would appreciate the opportunity to discuss the comments provided here in. Thank you for the opportunity to review and comment on the DEIS for I-64; EPA looks forward to continued work with VDOT on this project. If you have any questions or comments regarding this letter please feel free to contact Mr. Mark Douglas at 215-814-2767 or douglas.mark@epa.gov.

Sincerely,

 Barbara Rudnick
 NEPA Team Leader

Enclosure

3.1

3.2

3.3

Technical Comments

Purpose and Need (P&N)

While the traffic is reported to slow at various interchanges, the current status of congestion and the statements that the congestion will continue to increase due to additional traffic in the future does not necessarily justify the entire project as presented in the DEIS P&N as shown in Figure 3A & 3B. For example, the respective 2009 and 2010 reported average speed through the interchange of I-95/I-64 was 5 and 7 miles per hour slower than free flowing speed (of 55 mph) at peak travel times. This suggests the need for the expansion should be limited to the urban areas or simply stretches of roadway that is in need of improvement. It might be useful to identify and prioritize areas where improvements are imperative, and identify any area where less effort may be needed, to determine if impacts are reduced by tailoring improvements.

3.4

The Constrained Long Range Plans listed in the traffic model used to determine traffic demand for 2040 does not include the Hampton Roads Bridge-Tunnel nor Patriots Crossing (also known as the Third Crossing). As these projects tie into the DEIS and are currently in the NEPA and permitting process, the projects should be included in the overall traffic model analysis. These projects do not have independent utility and cannot be analyzed separate from one another. Of note, the proposed US Route 460 toll road is currently in the NEPA process and is factored into the traffic model.

3.5

Traffic and Transportation

As presented in both the P&N chapter and Traffic and Transportation, it is unclear whether or not the new roadway plan will specifically address all deficiencies, or if the deficiencies can be corrected to current design specifications. The P&N states that there are 12 structures that cross over I-64 that do not meet current vertical clearances. Are these to be corrected as part of the expansion?

3.6

What is the projected reduction in traffic for tolling alternatives as a result of use of alternative routes (avoidance of the roadway)? What is the expected impact to the alternative parallel roadways to I-64 if tolling is put into effect? It's stated that US Route 60 could have an increase of 0-33% if I-64 is tolled. The DEIS does not provide adequate analysis of this or the impact of potential more efficient roadways and intersections will have once the increased traffic exits I-64 and travels on the ancillary roadways.

3.7

Alternatives Development

What is the justification of Level of Service (LOS) "C" the required minimum for all sections of the of the I-64 corridor as modeled for 2040 traffic? Is this LOS too restrictive to fully evaluate all practicable alternatives if this project moves forward to the permitting phase? A LOS of "C" may not be the Least Environmentally Damaging Practicable Alternative (LEDPA) that the Corps is required to reach in light of the overall purpose and need during the permitting process. What would the overall impacts to WOUS if the design was at LOS "D"?

3.8

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>EPA suggests the proponents further examine the Transportation Systems Management/Travel Demand Management (TSM/TDM) as a viable alternative. As stated in the document the TSM/TDM was not evaluated with 'major' improvements to the infrastructure. EPA suggests the TSM/TDM be reevaluated with major improvements to the infrastructure thereby addressing the geometric deficiencies impacting capacity and safety issues at interchanges. Without a fully vetted alternatives analysis such as this example which would presumably impact much less right of ways and WOUS, it will be difficult to identify the LEDPA.</p>	3.9
<p>EPA suggests study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction. It would be appropriate for the document to foresee how the project will proceed and if further NEPA documentation is expected to provide more detail on areas of concern.</p>	3.10
<p>EPA suggest the alternatives also include analyzing the segmenting the proposed expansion to into three sections (metro Richmond, rural, and metro Hampton) to determine if the sections could meet independent utility. Similarly EPA suggests the study include the analysis of focusing on roadway improvements to intersections for 'major' improvements that would reduce the highest congestion as modeled for 2040 traffic? This could allow for the most congested intersections to be systematically addressed while meeting the purpose and need on a smaller scale as opposed to the entire 75 mile roadway at once.</p>	3.11
<p>EPA suggests the lead agencies consider further evaluation of the potential for intermodal transportation along both rail line corridors. While the stated projected passenger ridership would be negligible at 0.7% to 2.3% reduction of vehicles at modeled 2025 traffic, the 2040 anticipated reduction was not provided or not projected and could be higher. Considering the passenger ridership at 2040 levels in combination with TSM/TDM (including interchange improvements) the overall LOS could improve with less WOUS and right of way impacts.</p>	3.12
<p>Alternative 1A & 1B (general lanes added) and 2A & 2B (tolling lanes added) are identical at this stage in terms of design and potential impacts. What would the potential impacts be once the tolling booths were incorporated into the design and layout of interchanges if in fact the proposed project were to be a tolled roadway?</p>	3.13
<p>Natural Resource and Impacts</p>	
<p>An official jurisdictional determination has not been issued at time of publication of this DEIS. As reported in the DEIS a total of 99.93 acres of wetlands and 148,493 linear feet of WOUS were identified within the study corridor including 70.40 acres of non-tidal and 29.53 acres of tidal wetlands and 4,467 linear feet of tidal stream channel. The remaining 144,026 linear feet of stream channel includes 127,563 perennial, 12,490 intermittent, and 3,800 ephemeral channel were identified. Additionally, 173 linear feet of lacustrine resources were identified.</p>	
<p>If the proposed project proceeds to the permitting process as one of the alternatives with the scope and scale of impacts, it would be assumed the mitigation required would be meet through</p>	3.14

<p>the use of banks. If banks are used, EPA suggests the mitigation sites used by the banks be within same HUC 12 or higher and located on the peninsula that I-64 is located. This will eliminate the chance for credits to be purchased for the use of off-setting the impacts to the expansion outside of the impacted area while still being located within a larger watershed. The vast amount of impacts to WOUS and developmental may lead to a situation where it may become difficult to eventually mitigate for the impacts.</p>	3.14
<p>Without knowing the preferred alternative or design details, it is difficult to offer more than generic avoidance and minimization comments at this time. Similarly without knowing additional details than what is offered in this section of the DEIS, it is difficult to offer substantive comments on the quality of wetlands and streams other than the overall amount of impacts to WOUS is seemingly large even for the length of the roadway. EPA reserves the right to provide substantive comments upon receipt of further information.</p>	
<p>It is understood that the roadway is in the watershed and/or crosses reservoirs used for public water supply. When more detailed information is developed, it will be necessary to look at alternatives to minimize risk of impacting water supply. Designs should be considered to minimize uncontrolled runoff in the watershed, minimize risk of a release of contaminants from the highway, etc.</p>	3.15
<p>The document should further evaluate the potential impacts to already impaired watersheds as listed in Table 16 within the technical memorandum on a watershed by watershed analysis. The current information provided appears to be dismissive of the need to further evaluate the scale and scope of the expansion will have on water quality. This is especially important that the study evaluate the potential of the subwatersheds as well as the Chesapeake Bay as a whole including the newly issued TMDL.</p>	3.16
<p>The EIS states that during construction, the applicable regulations for stormwater will be followed, but does not address how the proposed project will potentially affect the already impaired watersheds with the increased surface disturbance, filling of wetlands, increased impermeable surfaces, impacts from stream crossings, runoff, and potential pollutants from the roadway once the roadway is in use. EPA suggests the EIS discuss what efforts will be employed to avoid further impairment of the waterways and if need be, consider an alternates to avoid the impacts.</p>	3.17
<p>The EIS acknowledges the development of the Chesapeake Bay TMDL; the EIS does not discuss or demonstrate how the proposed project will meet the TMDL allocations, offset any new or increased discharges or loads, or limit additional impairment of the waterbodies as a result of the impacts associated with the construction of the roadway and additional SW runoff after construction. The Chesapeake Bay Program Watershed Model could support a general analysis of the potential increase in nitrogen, phosphorus and sediment delivered to the Chesapeake Bay resulting from an additional 75 miles of impermeable surface at these county and river segment scales.</p>	3.18
<p>EPA suggest the study go into detail concerning the avoidance of impacting WOUS by continued and future bridging of jurisdictional features. This would include the expansion of bridges,</p>	3.19



APPENDIX H: COMMENTS ON THE DRAFT EIS

conversation of culverts to bridging, and all practicable measures to avoid placing fill in WOUS while still meeting the purpose and need of the project. **3.19**

Federal agencies are also required to address issues raised in EO13508 “Protecting and Restoring the Chesapeake Bay Watershed” which includes restoring wetlands, streams, and riparian forest buffers, in addition to reducing nitrogen, phosphorous, sediment and toxic contaminants to meet water quality goals. **3.20**

Secondary and Cumulative Effects

The DEIS compiles reasonably foreseeable projects in the study area. It would be useful to try to express the quantity of resources that have been lost or degraded from the baseline to the present, and an estimate of potential impacts of future projects. Though it is understood that new growth will be done within the laws protecting natural resources, it has been historically true that resources have been degraded by development. This information can be used to identify resources that have been compromised by past activities, and may help target restoration and mitigation strategies. **3.21**

Stormwater Management

The DEIS provides a brief construction history of I-64 in the project study area. The existing highway was constructed in the early sixties with various upgrades occurring between 1979 and 2006. During that period, and continued to the present, significant advancements in stormwater control measures have occurred. While some stormwater management practices may have been implemented as part of the upgrades, prior to 1980 there was very little stormwater management practices implemented for highway projects other than simply conveying runoff off the highway. Within the DEIS there are a number of sections that discuss stormwater management measures to be implemented for new impervious areas associated with the highway construction. In many of these sections, the stormwater management measures being proposed would be for improvements to the existing stormwater management system. Stormwater runoff is a leading cause of surface water impairment in Virginia. A number of watersheds within the project study area are impaired and require total daily maximum load (TMDL) planning and implementation.

EPA is asking for additional clarification and detail on the stormwater improvements, potential types of systems and proposed locations, to upgrade systems from simple runoff conveyance. Please note that any stormwater management considered should not be placed in WOUS. EPA suggests that VDOT also consider stormwater practices that include measures to control runoff not just from new impervious areas but for existing pervious areas as well. EPA believes there are a number of stormwater retrofits that would promote opportunities for TMDL reduction that could improve water quality and quantity. **3.22**

Endangered Species/Invasive Species

There is need to coordinate with State and Federal agencies (especially Fish and Wildlife Service (FWS)). It is stated that response was not received from some agencies; this information is **3.23**

needed in the document. Coordination should be updated during the project to account for changes in the listing over time. **3.23**

It is not clear how valuable the survey done for the small whorled pagonia (page 42) is. There is need to coordinate with agencies and have appropriate people do all surveys and make determinations. Please coordinate with FWS. Please be aware if SAV is identified, that protection of the resource is a priority, as it is considered of special importance. **3.24**

Please include any necessary steps to comply with Migratory Birds and bird protection; for instance, should there be seasonal moratoriums to avoid nesting. **3.25**

Please state how the project will comply with EO 13112 on invasive species. **3.26**

Environmental Justice


The methodology used to identify minority populations may be too conservative. CEQ’s definition of minority population states that: 1) the minority population of an affected area exceeds 50 percent; or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographic analysis. In addition, a minority population also exists if there is more than one minority group present and the minority percentage, when calculated by aggregating all minority persons, meets one of the above thresholds. It may be appropriate to use the state average for minority populations as an additional benchmark for identifying census block groups with significant percentages of minority populations. The state of Virginia has a minority population of around 29%, therefore the 50% threshold used in this document seems high. All of the counties and cities identified in this document have minority populations that make up less than 50% of the population except the City of Richmond whose minority population is right around 50%. In reviewing the demographic data available for the state of Virginia, it seems reasonable to choose benchmarks that are more reflective of those counties and cities whose populations of minorities is far less than 50%. **3.27**

It would be most helpful to see the percent minority populations by block group for all of the block groups in the study area. Table III. A. 3 should be revised to provide all of this information. **3.28**

Environmental Justice refers to minority populations and low income populations. See Executive Order 12898. Data shows that 10.7 % of the people in Virginia live below the poverty level. What about the study area? The median household income in Virginia from 2007-2011 was \$63,302. The median household income for Block Group 304.1 in Richmond was \$7,220. What is the rationale for the benchmark of \$17,050? It seems that there is a need for a more careful examination of the economic status of the block groups. Information available to this reviewer seems to show that a large number of the block groups have populations that may be considered as low income populations. Were all of the block groups in the study area analyzed? If so, where is that information? **3.29**

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>There needs to be a clearly defined list of all of the block groups that are considered to be areas of potential Environmental Justice concern. How many of the block groups exceed both the minority and low income benchmarks?</p>	<p>3.30</p>
<p>Why are the areas of potential Environmental Justice concern not displayed on the maps?</p>	<p>3.31</p>
<p>If we are to address Environmental Justice, we must be able to accurately identify the areas of potential Environmental Justice concern, be able to identify the impacts and benefits that might impact those populations of concern, assess and evaluate those impacts upon minority and low income populations, and determine if those impact will have an adverse or disproportionate impact upon those populations. There does not seem to be enough information made available that looks at what those impacts might be on minority and low income populations located in the areas of potential Environmental Justice concern. First of all this reviewer is not certain that all areas of potential Environmental Justice concern have been identified. It is also not certain that assessments have been done to examine the localities of the various impacts that may be localized in or near the areas of potential Environmental Justice concern. For example, has the impact of the tolls on the highway been taken into consideration for those low income residents that will need to commute to work? Will they take other routes to work to avoid the tolls? Can they afford daily tolls? Will there be construction activities that will impact block groups of minority residents? How many property acquisitions will take place in minority and low income block groups? Will there be localized noise or fugitive dusts from construction impacting minority and low income block groups? Just where is the work taking place with respect to populations of Environmental Justice concern.</p>	<p>3.32</p>
<p>It would be most helpful to have a table listing all of the areas of EJ concern. This list should contain all of those areas designated through assessment of either minority populations or low income populations.</p>	<p>3.33</p>
<p>Justifications given for why areas of potential EJ concern will not be disproportionately impacted do not provide nearly enough information to support that claim. The explanations are limited and so are the analyses.</p>	<p>3.34</p>



DEPARTMENT OF THE NAVY
 NAVAL WEAPONS STATION YORKTOWN
NAVAL WEAPONS STATION
 YORKTOWN, VA 23691-0160

5090
 Ser 00/003
 January 2, 2013

WR&A/Virginia Department of Transportation
 Attn: Mr. Nicholas Nies
 9030 Stony Point Parkway
 Suite 220
 Richmond, VA 23235

Dear Mr. Nies:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE I-64 PENINSULA STUDY

Thank you for the opportunity to comment on the Draft EIS supporting the widening of I-64 on the Virginia Peninsula. The U.S. Navy supports this project, as noted below, as it will improve and enhance one of the Navy's important explosive corridors to the sea.

For the roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen then interstate to the median while leaving the northern property boundary and West bound travel lane outside limits as-is. If the lane were widened to the North, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence. The Navy supports the proposal to widen the Interstate to the median the 242 exit at Route 199.

For the roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of land, if needed, in support of this project provided the project relocates all displaced Navy infrastructure including but, not limited to fences, utilities and access roads. The Navy will define the requirement for any displaced infrastructure and it is expected to be similar to existing. The details of land transfer, if any, will be addresses at a later date. Any cultural or natural resources will need to be address by the project.

APPENDIX H: COMMENTS ON THE DRAFT EIS

The Navy has no preference or priority on project funding. The Navy has no interest in any land not directly owned or controlled by the U.S. Navy.

Sincerely,



L. D. Crow
 Captain, U.S. Navy
 Commanding Officer

Copy to:
 Captain David A. Culler, CO Naval Station Norfolk, CNRMA
 Representative to the HRTPO

From: ProjectReview (DGIF) [mailto:ProjectReview@dgif.virginia.gov]
Sent: Friday, December 07, 2012 10:01 AM
To: Nies, Nicholas
Cc: ProjectReview (DGIF); Cason, Gladys (DGIF); vdotprojects (DCR)
Subject: ESSLog 33371; VDOT I-64 Peninsula Study (FHWA Approves) Draft Environmental Impact Statement; NEPA document

We appreciate your interest in submitting your project for preliminary scoping review by VDGIF to ensure the protection of sensitive wildlife resources during project development. Please note that DGIF no longer has Fish and Wildlife Information Service (FWIS) staff to perform preliminary project scoping reviews and provide preliminary comments. Therefore, thank you for not mailing paper-copies of project scoping materials to DGIF and expecting our customary preliminary scoping comments (from FWIS). No response from VDGIF does not constitute "no comment" nor does it imply support of the project or associated activities. It simply means VDGIF has not been able to respond. 5.1

According to the Draft NEPA document, Virginia Fish and Wildlife Information Service (VaFWIS) was used to identify resources under the purview of the Virginia Department of Game and Inland Fisheries (DGIF). We recommend and support continued coordination with DGIF as more detailed plans are developed, to ensure resources under our purview continue to be addressed as appropriate. 5.2

If impacts to wetlands and streams are proposed, we anticipate that the project proponent will submit a Joint Permit Application (JPA) to the appropriate permit agencies. We will review the JPA when it becomes available and provide comments as appropriate. 5.3

This project is located within 2 miles of a documented occurrence of a state or federal threatened or endangered plant or insect species and/or other Natural Heritage coordination species. Therefore, we recommend and support coordination with VDCR-DNH regarding the protection of these resources. We also recommend and support contacting the USFWS regarding all federally listed species. 5.4

Please call me if you have further questions. Thank you for the opportunity to review this project.

Ernie Aschenbach
 Environmental Services Biologist
 Virginia Dept. of Game and Inland Fisheries
 P.O. Box 11104
 4010 West Broad Street
 Richmond, VA 23230
 Phone: (804) 367-2733
 FAX: (804) 367-2427
 Email: Ernie.Aschenbach@dgif.virginia.gov

From: Nies, Nicholas [mailto:nnies@wrallp.com]
Sent: Friday, October 26, 2012 1:25 PM
To: ngabriel@achp.gov; Kathy.S.Perdue@usace.army.mil; terrance.a.knowles@uscg.mil; gene.crabtree@va.usda.gov; John.Nichols@noaa.gov; david.l.o'brien@noaa.gov; afeta.env@us.army.mil; Ronnie.J.Legette@hud.gov; Kimberly_Smith@fws.gov; p_daniel_smith@nps.gov; Willie_Taylor@ios.doi.gov; wendy.vachet@navy.mil; karen.hedlund@dot.gov; Donghee.Cho@dot.gov; rudnick.barbara@epa.gov; douglas.mark@epa.gov; Lohr, Matt (VDACS); Burdette, Randall P. (DOAV); Johnson, David (DCR); Paylor, David (DEQ); Groh, Todd (DOF); Aschenbach, Ernie (DGIF); Pellei, Steven (VDH); Holma, Marc (DHR); Shelton, Bill (DHCD); Heller, Matthew (DMME); Drake, Thelma (DRPT); JANDERSON@YESVIRGINIA.ORG; molly@vims.edu; Owen, Randy (MRC); Little, Martha (VOF); mward@hampton.gov; council@nngov.com; askthemayor@richmondgov.com; dclayton@williamsburgva.gov; eur@co.henrico.va.us; aj.murphy@jamescitycountyva.gov

APPENDIX H: COMMENTS ON THE DRAFT EIS

gclawtoniv@co.newkent.state.va.us; ctyadm@yorkcounty.gov; cravanbakht@hrpdcva.gov; ttran@richmondregional.org
Cc: John.Simkins@dot.gov; Deem, Angel N. (VDOT); Cutright, Jeffrey C., P.E. (VDOT); Duvall, Bruce L. P.E. (VDOT); Stearns, Palmer (VDOT); Butala, Richard A. (RAButala@mccormicktaylor.com); Collier, Brennan S. (BSCollier@mccormicktaylor.com); Cromwell, Jackie H. (VDOT); Partridge, Raymond T. (VDOT)
Subject: I-64 Peninsula Study: FHWA Approves Draft Environmental Impact Statement
Importance: High

Good Afternoon,

In accordance with 23 CFR 771 and 40 CFR 1502, on October 24, 2012 the Federal Highway Administration approved the Draft Environmental Impact Statement (DEIS) for the I-64 Peninsula Study. The DEIS is now available for public and agency review and comment and with this notification we are soliciting your comments on the document. All comments on the DEIS are due by January 7, 2013.

The DEIS and all supporting documentation is available to download from the following project website at:

http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp

Additionally, the Department is planning to hold three public hearings the week of December 10th. Details for these hearings will be posted on the project website. If you have any questions please call me.

Sincerely,

Nick

Nicholas Nies | *Senior Environmental Planner*

Whitman, Requardt & Associates, LLP

9030 Stony Point Parkway
Richmond, Virginia 23235
(Office) 804.272.8700
(Mobile) 804.314.4068
(Fax) 804.272.8897

nnies@wralp.com
www.wralp.com

The information supplied in this message may be privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient of this message, the sender does not intend delivery to

you to waive any privilege or right pertaining to this message. You have no right to retain, disseminate, copy or disclose the material contained herein. If you have received this message in error, please immediately notify the sender by return e-mail, and delete the errant message. Thank you.
WRA_Disclaimer_v20070222a



APPENDIX H: COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Douglas W. Domenech Secretary of Natural Resources

Kathleen S. Kilpatrick Director

Tel: (804) 367-2323 Fax: (804) 367-2391 TDD: (804) 367-2386 www.dhr.virginia.gov

30 November 2012

Mr. Tony Opperman Department of Transportation 1401 East Broad Street Richmond, Virginia 23219

Re: I-64 Peninsula study Draft Environmental Impact Statement (DEIS) VDOT Project # 0064-M11-002, P101; UPC No. 92212 DHR File # 2008-1573

Dear Mr. Opperman:

The Department of Historic Resources (DHR) received for our review and comment the Draft Environmental Impact Statement (DEIS) for the I-64 Peninsula study. The DEIS report identifies twenty-eight properties located within the project Area of Potential Effects (APE) that are fifty years old or older. Of these properties, eight are listed the National Register of Historic Places (NRHP), sixteen have been previously determined eligible for the NRHP or are consider potentially warranting listing as a result of evaluation during the Section 106 process for this undertaking, and three are considered not eligible for the NRHP. One property, the Shockoe Hill Burying Ground, has not been evaluated and awaits consultation with DHR on its historic significance as related to the NRHP criteria.

The DHR agrees with the DEIS that the undertaking is likely to have an effect on historic properties listed in or eligible for listing in the NRHP. We further concur that, from the information known to us at this time, the proposed I-64 construction will result in an adverse effect to Confederate Redoubt #9 (Site 44YO0051). However, we are unable to comment conclusively on the identification of historic properties within the APE or on the overall effect of the undertaking on those historic properties until the status of the Shockoe Hill Burying Ground is established among the DHR, the Federal Highway Administration, and the Virginia Department of Transportation. We anticipate that such coordination will continue through the Section 106 process.

6.1

If you have any questions regarding our comments, please call me at (804) 482-6090.

Sincerely, Marc Holma, Architectural Historian Office of Review and Compliance

Administrative Services 10 Courthouse Ave. Petersburg, VA 23803 Tel: (804) 862-6416 Fax: (804) 862-6196

Capital Region Office 2801 Kensington Ave. Richmond, VA 23221 Tel: (804) 367-2323 Fax: (804) 367-2391

Tidewater Region Office 14415 Old Courthouse Way 2nd Floor Newport News, VA 23608 Tel: (757) 886-2807 Fax: (757) 886-2808

Western Region Office 962 Kime Lane Salem, VA 24153 Tel: (540) 387-5443 Fax: (540) 387-5446

Northern Region Office 5357 Main Street P.O. Box 519 Stephens City, VA 22655 Tel: (540) 868-7029 Fax: (540) 868-7033

C: Mr. Nicholas Nies, Whitman, Requardt & Associates



APPENDIX H: COMMENTS ON THE DRAFT EIS

pick wallon FYI

City of Newport News
Virginia 23607

December 10, 2012

2400 Washington Avenue
(757) 926-8411
Fax (757) 926-3503

Office Of The City Manager

RECEIVED
DEC 17 2012
Commissioner's Office

JAN 11 2013


Mr. Gregory A. Whirley
Commissioner of Highways
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Mr. Whirley:

I am writing in regard to the Virginia Department of Transportation's (VDOT) Interstate 64 Peninsula Study. I-64 is essential to the Virginia Peninsula and the Hampton Roads region as a whole. I am encouraged that the environmental impact study concerning this project is near completion and look forward to the public hearings being held on the topic.

Using the input gathered during the public hearings, I hope that VDOT will push forward with further study of those proposals deemed feasible. Given the widespread impact of this interstate on our region, it is vitally important for VDOT to establish a prompt timeline for this project. As referenced in the I-64 study, improving transportation on I-64 has the potential to increase demand from the freight industry, support the Port of Virginia, increase tourism, and help to improve connectivity to, from, and between military bases. Each of these components is essential to the future and present sustainability of the Hampton Roads economy. In addition, increased safety could also be realized if improvements are made to I-64, both in normal day-to-day traffic and in the occurrence of a natural disaster. 7.1

I thank you for your ongoing attention to improving transit on Interstate 64.


Sincerely,

Neil A. Morgan
City Manager

NAM: fhr

cc: Dennis W. Heuer, P. E., Hampton Roads District Administrator
The Honorable City Council

Arj 1 Dism

CITY OF NEWPORT NEWS



MCKINLEY L. PRICE, DDS
MAYOR

December 10, 2012

RECEIVED
DEC 17 2012
Commissioner's Office

pick FYI

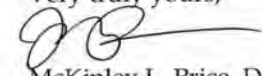
Mr. Gregory A. Whirley
Commissioner of Highways
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Mr. Whirley:

I am contacting you regarding the Virginia Department of Transportation's (VDOT) Interstate 64 Peninsula Study. As you know, this interstate is vital to transit throughout the Hampton Roads Region, and the Virginia Peninsula in particular. I believe the near completion of an environmental impact study concerning this project is a positive step towards addressing the congestion issues facing Interstate 64, as is the holding of public hearings on the topic.

I urge VDOT to use input gathered during the upcoming public hearings to move forward with further study of the appropriate proposals and push for an expeditious timeline for project commencement. As mentioned in the study, improving transit on I-64 has the potential to boost tourism in the region, increase demand from the freight industry, support the Port of Virginia, and enhance connectivity to, from and between military bases—all of which are an integral part of the economy of Hampton Roads, both now and in the future. Improvements would also allow for a safer, more feasible evacuation of the region in the case of an emergency or natural disaster. 8.1

Thank you for your consideration in this matter, and I hope that VDOT will be able to move forward with addressing this issue.

Very truly yours,

McKinley L. Price, DDS
Mayor

MLP: fhr

cc: The Honorable City Council
Mr. Dennis W. Heuer, P. E., Hampton Roads District Administrator

2400 WASHINGTON AVENUE NEWPORT NEWS VIRGINIA 23607 TEL. (757) 926-8403

APPENDIX H: COMMENTS ON THE DRAFT EIS



MOLLY J. WARD, CHAIR · ALAN P. KRASNOFF, VICE CHAIR
DWIGHT L. FARMER, EXECUTIVE DIRECTOR/SECRETARY

December 19, 2012

Mr. Nicholas Nies
Whitman, Requardt & Associates, LLP
9030 Stony Point Pkwy
Richmond, VA 23235

RE: I-64 Peninsula DEIS
THY: 64 HR-Richmond

Dear Mr. Nies:

In response to your email of October 26, 2012, find attached our comments on the I-64 Peninsula Draft Environmental Impact Statement (DEIS) dated October 2012.

Sincerely,

Dwight L. Farmer
Executive Director/Secretary

RBC/kg

Attachment

Comments on Oct. 2012 I-64 Peninsula Draft EIS

HRTPO Staff
December 17, 2012

General Comments

The document appears professional and thorough.

The document meets all the benchmarks that point to a thorough analysis of Environmental Justice and a well thought, thorough approach to Public Outreach and Agency Coordination.

Readability of the figures need to be improved. Unable to read the text in the figures and some of the figures are too grainy or pixelated. Examples of such figures include Figure 1.2 (Page I-3), Figure 1.9. These figures have the forecasted volumes which make it all the more important for the figures to be readable.

Executive Summary

Page ES-1

Given that the recently-passed eminent domain amendment to the Virginia Constitution apparently prevents the taking of property for "economic development", the usage of that term in the Purpose and Need may cause a misunderstanding and thereby prevent the construction of this project or greatly increase the cost of same.

Page ES-3

In the first partial paragraph, usage of the phrase "for both rail facilities" (instead of "for both corridors") may prevent confusion between rail and highway improvements.

Page ES-3

In the first full paragraph, usage of phrase "rail service and highways attract different types of riders" (instead of "rail service attracts different types of ridership") may be clearer.

Page ES-3

It would help the reader if the Alternatives "that did not meet the LOS needs [and] were not carried forward for further study" were listed.

Page ES-4

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>Given that the latest VDOT cost estimate for 55 miles of 4 new lanes for US 460 (\$1.4B) on new right-of-way averages \$25 million per mile, even the lowest VDOT cost estimate for 75 miles of improvements to I-64 (\$4.7B) mostly on existing right-of-way—averaging \$63 million per mile, or 2.5 times higher—seems excessive.</p>	9.1
<p>Page ES-4 It would help the reader if the toll rate were included under “Alternatives 2A/2B Full Toll Lanes” (both in the Executive Summary and the body of the EIS).</p>	9.2
<p>Page ES-5 The name of the February 2011 document is “Hampton Roads Regional Transit Vision Plan” (not “Vision Plan” as shown in the EIS).</p>	9.3
<p>Page ES-7 Under “MPO Actions”, please note in the EIS that—because long range transportation plans must be fiscally constrained—the MPOs can only “revise their respective long range transportation plans to specifically include the Preferred Alternative” if funding can be identified for the project.</p>	9.4
<p>Body of DEIS Page I-1, third column Under the Capacity bullets, “Provide additional capacity for evacuations” should be added.</p>	
<p>Page I-3, Figure I.2 In this figure the “Exceeds stable traffic flow ADT ranges” hatching may be misleading for those segments with 4 lanes in each direction, since one of those lanes is an HOV lane during the peak travel periods.</p>	9.5
<p>Page I-3, first column It should be noted in the first sentence if these weekday peak periods are for the entire corridor, or whether it varies greatly throughout the corridor.</p>	9.6
<p>Page I-3 Details regarding the speed study appear to be missing from the text and figures. Are these listed average travel speeds from the PM peak period? The entire day? Or something else?</p>	9.7
<p>Page I-4</p>	

<p>Looking at Figure I.2, it appears that only a few locations have an LOS of worse than C based on the hatching. However, Figure I.4 shows most of the corridor is LOS D or worse. This is because Figure I.4 represents the worst travel period, whereas Figure I.2 is based on AADTs. This is confusing, and it would be better if only the congestion conditions in Figure I.4 are shown.</p>	9.8
<p>Page I-5, Figure I.6 What region does this represent? Hampton Roads? Richmond? Both combined?</p>	9.9
<p>Page I-6, second paragraph Review of data obtained from the counties and cities in the I-64 study area and review of potentially developable land shows a large amount of developable land available in the project area. Can you please clarify the exact nature of the data obtained from the counties and cities in the study area - is it socioeconomic data, land use data etc.?</p>	9.10
<p>Page I-6, second column The structures section would be improved by mention of those bridges that are classified as structurally deficient and functionally obsolete.</p>	
<p>Page I-6, second column A bridge is considered eligible for federal funds for reconstruction if its sufficiency rating is below 80% and the bridge is classified as structurally deficient or functionally obsolete. The same requirement applies for replacement funds with the 50% sufficiency rating threshold.</p>	9.11
<p>Pages II-7 through II-16 There is discussion on page II-7 on the possible reduction in traffic volumes on I-64 and supplemental increases (0-33%) on Route 60 due to the tolling options with Alternative 2A/2B. However there is no discussion of impacts for Alternative 3. A review of the traffic technical memorandum did not shed much light either. Some discussion on the forecasted volumes will be helpful. For example, some explanation on the changes in volume between the general purpose lanes and the managed lanes.</p>	9.12
<p>Page II-15 Alternative 3 Managed Lanes The document would benefit from additional clarification on the differences between ETL and HOT lanes. Currently the document just says that ETL is similar to HOT lanes but ETL does not have discounts on multi-occupancy vehicles. Because HOVs typically pay no toll in HOT lanes, the word “discount” may be misleading. Based on the current document, it is not clear if only the ETL lane will be tolled or both the general purpose lane and ETL will be tolled.</p>	9.13

APPENDIX H: COMMENTS ON THE DRAFT EIS

Page III-70

The HRTPO's LRTP is for the year 2034 not 2035 as listed - please correct it to 2034 Long-Range Transportation Plan (Hampton Roads Transportation Planning Organization).

The I-64 widening on the Peninsula between exit 255 and 250 is included in the HRTPO's 2034 LRTP as a regionally funded construction project. Was this included in the modeling efforts? Should this be listed in Table III.I.2 along with the listed I-64 improvements between exit 197 and 220? In addition, the I-64 widening between exits 250 and 255 is not listed in the no-build scenario in the Traffic and Technical Memorandum (page 38).

9.14

Table III.I.2 lists the I-64/Bland Blvd Interchange. Given the August 3, 2012 letter from Irene Rico (FHWA) to Malcolm Kerley (VDOT) stating that FHWA "will proceed with...closing the federal-aid project", it appears this project should not be included as a "Reasonable Foreseeable" future project within the study area.



Administration
101-D Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23185-8784
P: 757-253-6728
jamescitycountyva.gov

January 4, 2013

Nicholas Nies
Whitman, Requardt & Associates, LLP
9030 Stony Point Parkway
Richmond, Virginia 23235

RE: I-64 Peninsula Study Draft EIS Comments

Dear Mr. Nies:

James City County has had the opportunity to review the Draft Environmental Impact Statement, and offers the following comments:

Alternatives. James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County. Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle for tourists and prospective businesses alike. The existing natural features (mature trees, rolling topography, etc.) along the right-of-way and in the median set the Historic Triangle portion of the I-64 corridor apart from the much more urban Lower Peninsula. Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue. It is recommended that in weighing various design proposals, VDOT explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way in terms of preserving the natural topography and trees before any final plans are adopted.

JCC supports alternative 1A, but understands that improvements are needed regardless of the alternative chosen. JCC urges the General Assembly and VDOT to address critical transportation infrastructure needs. Transportation should be addressed as a statewide issue rather than a regional or local issue.

Should alternatives 2A or 2B be considered, the draft EIS appears to be incomplete as an analysis of impacts to local roads that would occur as a result of toll diversion has not yet been completed. A number of routes in and thru the County that would be impacted by increased traffic due to toll diversion may currently be at or near thresholds for needed improvements, and it would be important to understand the additional stresses these roads, and the residents and businesses adjacent to them, may experience.

Interchanges. There are four main interchanges that serve areas in James City County: Exit 227-Toano, Exit 231-Croaker, Exit 234-Lightfoot, and Exit 242-Water Country USA/Rt. 199. Great care needs to be taken to ensure the design of the expansion will maintain the functionality of these interchanges. The County recognizes that additional right-of-way may need to be acquired in and around these areas to accommodate redesign. However, these interchanges are located at important areas of the County that will

APPENDIX H: COMMENTS ON THE DRAFT EIS

Nicholas Nies
 January 4, 2013
 Page 2

drive the economic development of County, as well as serve the general population. Designs should accommodate both increased truck traffic, as well as the travel needs of the general population. Tree preservation around interchanges and/or reforestation efforts (both internal and external to the ramps) following construction must be considered (i.e., any areas not paved should be landscaped). Further, fencing within and adjacent to interchanges and BMP's should be black vinyl coated chain link and only used when required. Lighting fixtures should use full cut-off lenses or hoods to eliminate glare or spillover outside the right of way. BMP ponds should use features that deter geese, birds, invasive wildlife and when in the proximity of residential structures, features limiting mosquito infestation should be employed.

Passenger/Freight Rail. The County understands that passenger/freight rail was investigated as a part of this study, but was not chosen to be a part of the development plan. While the County understands that immediate increases in rail infrastructure may not lessen the travel demands along I-64, the County believes that rail transportation is important to consider for the future transportation needs of the Peninsula. Rail has been referenced in the Hampton Roads Transit Vision Plan, and the possibility of passenger rail has been referenced in the 2009 JCC Comprehensive Plan.

Archeology. It appears there is one historic site, identified through JCC records on the attached map, which may be impacted by the proposed expansion. JC297 was identified as the Boswell house on the Gilmer 1863 and 1864 maps. This area has been reported but not field checked. Additional study may be required.

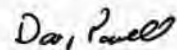
10.1

JCC notes that there is potential for additional archeological sites to be discovered during construction, as there is evidence of historic areas in an around the existing I-64 corridor. JCC encourages continued communication and sensitivity regarding these areas if any are discovered.

Demonstration of innovative preservation designs. The County recommends emphasizing context-sensitive roadway designs. The design should acknowledge the uniqueness of the I-64 corridor and offer a preservation plan to retain the current beauty of the corridor while effectively handling traffic. Should I-64 be widened inward, the additional pavement would greatly decrease the screening between oncoming traffic and diminish the rural beauty of the wooded median. In addition, in areas where Noise Walls are necessary, we ask that aesthetic treatment be part of the design that compliments the rich history of the Historical Triangle and its natural beauty. A copy of the County's sound wall design guidelines has been attached for your reference.

The County reiterates the importance of incorporating the use of a landscape architect and aesthetic treatments into this project. We encourage the expansion to be built around the idea of corridor preservation and landscaping as a core design issue rather than a final hurdle after the expansion is complete. This is an issue of great importance to our community and tourism industry and we are extremely conscious of our aesthetic appearance and wish to hold any disturbance of it to a minimum.

Sincerely,



Doug Powell
 Assistant County Administrator

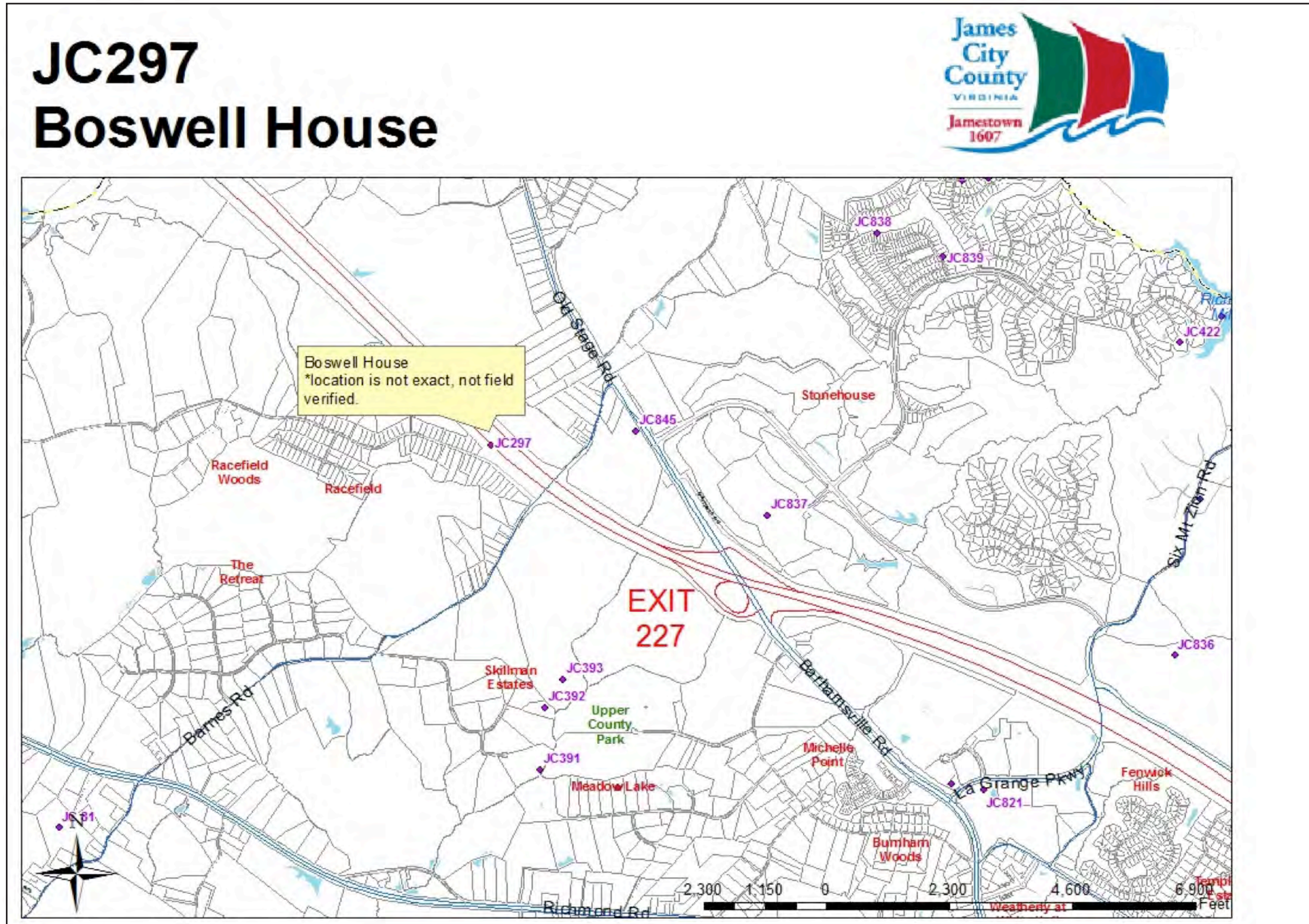
Nicholas Nies
 January 4, 2013
 Page 3

Attachments:

1. Sound Wall Design Guidelines
2. JC297 Archeological Map

cc: James City County Board of Supervisors
 Allen J. Murphy, Jr., Development Manager
 Gregory A. Whirley Sr., VDOT's Commissioner

APPENDIX H: COMMENTS ON THE DRAFT EIS



APPENDIX H: COMMENTS ON THE DRAFT EIS

James City County Sound Wall Design Guidelines

Highway noise barriers tend to dominate their surroundings since they must be placed close to the roadway, frequently extend for thousands of feet along the right-of-way, and often must be over eight feet in height to be effective. The potential for adverse impact should be minimized by utilizing design principles in the planning process, and by a thorough analysis of the site and existing conditions prior to design.

While it is the intent of James City County to avoid the need for sound walls through effective land use and transportation planning, the need for such facilities may arise as the county grows. When other alternatives have been investigated and the remaining solution is a sound wall the County has created these guidelines to work closely with the Virginia Department of Transportation (VDOT) to establish a set of consistent specifications expected for building sound walls within the County. It is the County's intention to ensure that sound walls within the County are both effective sound barriers and aesthetically pleasing.

PRINCIPLES OF LINE AND FORM

The line and form of a noise barrier are its two most dominant features. The line of a noise barrier is expressed as its outline in plan view, and as its top surface in elevation. Both are equally important visually to the motorist and highway neighbor. Long straight lines are monotonous and make a wall seem longer than it actually is. The effect on the motorist is that of being enclosed, as in a tunnel. High walls adjacent to a roadway tend to create anxiety in motorists - they slow down and unconsciously attempt to move away from the wall. The effect of a high, straight wall on the highway neighbor is that of forced enclosure. Corresponding

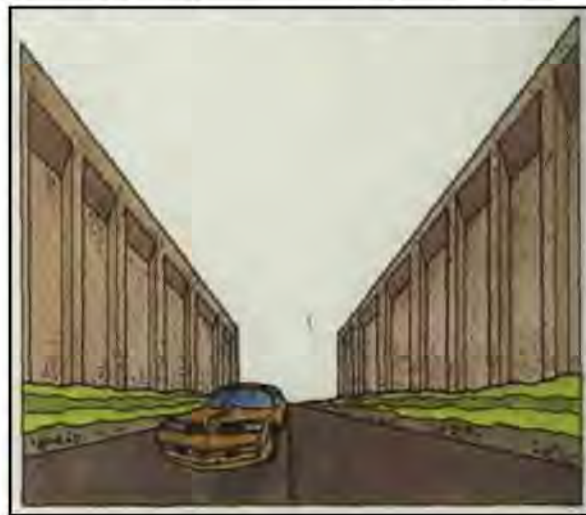


Figure 1 - Tunnel effect of high walls

negative attitudes about the wall may develop particularly if the wall is bare and without visual interest. Therefore the designer should consider the line of the noise barrier as a possible adverse visual impact and examine alternatives for reducing this impact.

The line of a noise barrier should reflect similar lines of the surrounding environment. In rolling terrain, a straight line seems out of place and attention is drawn to that line. However, in flat terrain, where the horizon is visible as a straight line and the highway is straight, a straight line in a noise wall may be appropriate. A uniform top line of a wall would be appropriate in this case.

Where horizontal lines are evident in nearby structures, a horizontal line would be suitable in a noise wall. In a situation where the horizon is composed of alternating heights of buildings, an appropriate top line of a wall might vary in height as a reflection of the lines on the horizon.

Horizontal lines within the wall tend to make an object appear longer and lower. Vertical lines within the wall have the effect of added height and tend to make an object appear narrower. Sound walls tend to be long and high; therefore, both horizontal and vertical lines, if used improperly, may emphasize undesirable features in a wall. Horizontal lines are difficult to utilize in rolling terrain and should be avoided in this situation. Vertical lines should be avoided on extremely high walls. Combinations of horizontal and vertical lines may be effective where extreme height is a visual problem. The introduction of a vertical element is the key to proper visual balance. A vertical line should be distinct and massive enough to register as such. Noise barriers, as strong horizontals, need a correspondingly strong vertical for asymmetrical balance. Strong verticals may be designed into a wall through the use of pilasters, which further serve as structural support.

Plantings can be effective means of emphasizing vertical lines in a noise barrier. Columnar trees can be used even where space is limited. The use of vertical lines in the form of trees or through wall design should be as an accent, a balance with the horizontal. One should not replace predominantly horizontal with predominantly vertical lines. Care should be taken to achieve a balance between the vertical and the horizontal lines in noise barriers.

Sound walls which begin and end abruptly and consist of straight, unbroken lines often appear to be discordant elements in the landscape. These should appear to be a part of the highway scene wherever possible, and not give the impression of being placed as an afterthought. Walls should begin and end in a natural transition from ground plane to the desired height. Where space allows, the best transition is through the use of an earth berm or by tying the wall into the natural hillside. The line of the wall then appears to originate from the landscape.



Figure 2 - Pilasters serve as vertical elements

APPENDIX H: COMMENTS ON THE DRAFT EIS

This may further be avoided by either a gradual tapering of the wall to a point near the ground or by stepping the wall in even increments until a point is reached where the wall is no longer visually dominant. Where possible, walls should tie into existing structures such as bridge abutments, retaining walls, etc., in order to achieve continuity of line.

The line of a wall may vary in plan view in order to reduce the straight line effect. A



Figure 3 - Lines appear to be part of the landscape

series of jogs in a wall serve to break the monotony of a straight wall and create pockets which may be used for plantings.

The breaks may further be used as transition points for change in texture, color, or wall height. The line may vary in a curvilinear manner to produce a serpentine wall, which likewise creates visual interest in a wall, and provides the opportunity for planting pockets.

Plantings also may be used to break an undesirable line in a wall. Trees in front of a wall soften the harsh lines; the eye perceives the form and outline of the trees as one with the line of the wall. Vines allowed to grow over a wall will likewise soften an otherwise highly visible hard line. Tree groupings should alternate on both sides of a wall - the viewer becomes less aware of the line of the wall since it becomes part of a composition of forms, rather than a separate element.



Figure 4 - Plant Materials to help soften the wall

GUIDELINES FOR THE USE OF LINE AND FORM

The lines and form designed into sound walls within James City County should mimic the lines and forms in the natural surrounding. If the terrain is rolling hills, then the lines and form of the wall should have horizontal and vertical elements and if the terrain is primarily flat then the design should incorporate predominantly horizontal lines.

PRINCIPLES OF COLOR

Harmonious colors tend to soothe, contrasting colors tend to attract the eye, and clashing colors irritate. A sound wall placed along the highway may evoke similar responses in the motorist, depending upon the colors chosen. The motorist should be directed past a barrier with as little visual disruption as possible, because the primary attention of the driver should be on the road ahead and local traffic conditions. The colors chosen for the barrier should reflect and harmonize with the predominant colors of the highway environment in which it is placed. They should not attempt to match the color of trees, grass, or shrubbery because they are not related to such natural features by form. Rather, harmonious colors should be utilized. When used on structures in the landscape, earth colors (browns and grays of various tones) help to blend the structures into their environment. Structures which utilize these colors seem to belong to the landscape - they appear to be part of the landscape, rather than an unharmonious element added as an afterthought.

Color interest and variety may be achieved through the use of plant materials instead of by direct application on barriers. The added advantage of plantings is in seasonal variation of color. Plants which change color in spring, summer, and fall, when used in conjunction with a barrier, will impart a seasonal variation in the barrier as well. In most cases, the barrier should be of a neutral color which blends with the environment, rather than attracting attention.

GUIDELINES FOR THE USE OF COLOR

The color of sound walls within James City County should be a natural earth tone that blends into the color of the existing terrain but does not match the color of plant materials that are to be placed in front of the wall. The wall should be a neutral color that will help the plant materials placed in front stand out. Walls that are over ten feet in height and one thousand feet in length should incorporate two colors to break up monotony and give the wall some added interest. Incorporating more than two colors should only be applied to walls that are extremely large, and is not recommended for the smaller applications found in James City County.

The color of the plant materials selected to go in front of the walls should compliment but not match the color of the wall. The color of the plants should vary so as the motorist drives along it creates a progression of colors.



Figure 5 - Tone colors blend the walls with the landscape

APPENDIX H: COMMENTS ON THE DRAFT EIS

TEXTURE IN WALLS

Figure 6 - A mixture of texture adds interest to the wall



The use of texture on sound walls helps to create a pleasant variety for both the motorist and the resident. A motorist views a barrier at speeds up to 55 mph and has little opportunity to examine details. Most details flash by in a blur. Walls present good opportunities for textural treatment. Texture should be used wherever possible for maximum visual potential. Cast-in-place and precast

concrete has flexibility for variations in surface texture. Texture may be created during the casting process or applied afterward.

Exposed aggregate finishes create interesting textures, particularly where coarse aggregate is used in the mix. This is also effective when used alternately with other textures. The added advantage of exposed aggregate is low light-reflectance which helps to reduce the visual impact of the barrier. Wall colors can be varied, depending on the color of the aggregate.

Shadows created in the forming process help to create texture and break up the visual monotony of a plain wall. These may be created through the use of rustication strips placed in the forms, or by variation in the form itself. Horizontal overhangs or vertical jogs in a wall should be deep enough to cast a discernable shadow visible from a distance.

Perhaps the most visually effective method of creating texture in concrete is by using a combination of methods and textures, particularly for long and high barrier walls. Interesting effects may be obtained by varying the texture of a long section of wall; however, textures should be compatible and similar in contrast. Rarely should more than two textures be used on the same wall; the designer should avoid alternating textures in even, repetitive patterns. By varying the textures of the wall and textures of the plant materials the designer can create interest and break up monotony. Sound walls within James City County should be designed so that the texture on the motorist side of the wall is a coarse texture that can be seen at high speeds and the residential side of the walls should have a fine texture that is easily seen by slow moving pedestrians.

The texture between the plants and the wall should differ slightly and offer some contrast so the plants will stand out and not blend into the wall. Applying too many textures to the same wall can result in cluttered appearance that is not easily ignored by passing motorists. James City County does not recommend using more than two textures on sound walls and using even, repetitive treatment of textures on long walls.

- 5 -

CREATING TEXTURE WITH PLANTS

Each type of noise barrier presents the opportunity for textural variation, which will aid in public acceptance of the barrier. Textural variation in earth berms can, perhaps, be best accomplished through the use of plantings. Plantings on the highway side should be arranged in large groupings or masses of a single plant type, size, or color. Plants with large leaves represent the coarsest textures and should be used "en masse" where this texture is desired. Massing should be in irregular, free-form patterns of varying size, rather than equally spaced and repetitive. There should be a contrast between the texture of the wall and the texture of the plants.

PRINCIPLES OF CONTRAST

A noise barrier may contrast with its surroundings by its line, form, texture, or color. In residential areas, the barrier should be unobtrusive and, therefore, low in contrast. On the highway side, a barrier should blend rather than contrast with the surroundings since high contrast is distracting to the driver. Plantings can either increase or decrease contrast of a noise barrier. Plantings that are similar in form, color and texture to other native plants present in the area help to reduce the contrast of a noise barrier. Plantings that are unique in form or color or that are dissimilar to native plants in an area tend to increase contrast. Likewise, to decrease contrast, plantings should be arranged in informal, natural groupings rather than in obvious, equally spaced, patterns.

Contrast may also be increased or decreased via color of the barrier itself. Where high contrast is desired, lighter colors or wall graphics may be used effectively. Darker, earth colors tend to reduce contrast. The designer should examine the site and surroundings in order to determine the predominant natural colors and choose similar or harmonious colors for the noise barrier where low contrast is desired.

GUIDELINES FOR THE USE OF CONTRAST



Figure 7 - Less contrast would have helped blend this wall into its surrounding

The design of sound walls in James City County should incorporate construction materials and plants that contrast slightly to their surroundings, helping to make the wall seem to be part of the landscape while contrasting enough to make the planting in front of the walls stand out. Line, form, color, and texture all contribute to contrast and each should be considered when choosing construction materials and plants.

- 6 -

APPENDIX H: COMMENTS ON THE DRAFT EIS

PRINCIPLES OF SEQUENCE

Travel on a highway is a continuous, ever-changing experience of vision and motion. A planned sequence of events creates interest for the moving observer; a static event creates monotony. A sound wall can create a pleasant visual experience for the motorist through a progression or planned sequence. The transition from ground plane to maximum barrier height should be a sequence of gradually increasing steps or a continuous sweeping line to help create this effect. A sequential experience may be created through the arrangement of plantings, by a gradual increase in height of trees and shrubs. Plant masses can be used to define a space by becoming, in effect, the walls of the enclosure. Varying the position of these masses with respect to the road creates a succession of confined and relatively open spaces. This pleasant feeling of motion and rhythm imparted to the moving observer tends to dramatize the experience of passing through the space.

GUIDELINES FOR SEQUENCING

A sense of sequencing should be an element of all sound walls within James City County. Sequencing should be designed into the wall and the landscaping. Longer sound walls should have sequencing in the height of the wall and create areas that change the distance from the wall to the road. Indentations in the wall can create attractive niches that help break up the long expanse of wall and add a series of interesting spaces that change as the motorist moves by. Such indentations enable the designer to incorporate sequenced changes to the landscape and wall. Landscaping should be an informal design that changes as you progress along the wall. Groups of trees and shrubs should be utilized, repetitive treatments should be avoided. Treatment should change as the motorist moves along to pull the eye along the progression.

PRINCIPLES OF DOMINANCE

A dominant element attracts attention to itself in a visual scene. A noise barrier should not be the dominant feature along a highway. Dominance of a single element can be reduced through the introduction of other dominant elements which balance each other in the visual composition. Plantings in front of a barrier help to reduce visual dominance, particularly if the plantings are native varieties commonly found or present in an area. Color can also affect dominance. Brighter, contrasting colors make an object more dominant. Subdued, harmonious colors, similar to surrounding colors in intensity, tend to make an object less dominant. Wall design can also affect dominance of a noise barrier. Straight, high walls adjacent to the roadway appear imposing, an encroachment upon the space. Walls which step back in some way relieve this tight constricted feeling, and become less of a dominant element in the highway environment. Similar patterns of dominance occur on the residential side of barriers, with equally similar effects upon the resident.

GUIDELINES FOR DOMINANCE

Sound wall design within James City County should incorporate construction materials and plantings that reduce the visual dominance of the wall and emphasize the natural terrain and vegetation. The wall can appear to be part of the natural landscape by starting the placement of the wall from a wood line or berm and having the height increase as you progress and then decrease as you come to the end. The configuration of the wall should mimic the natural terrain and the landscaping should mimic the natural vegetation.

PRINCIPLES OF LANDSCAPING

The landscape treatment of sound walls should use plants that are similar to existing vegetation in the area and planted in an informal design that makes the wall appear to be part of the natural landscape. Repetitive uniform plantings should be avoided. Groups of plants placed in an informal pattern that pulls the eye along as you progress is preferred.

GUIDELINES FOR LANDSCAPING

Sound walls built within James City County should always have landscaping installed in front and when possible have tall existing vegetation behind the wall. The County is aware



Figure 8 - Informal landscape design

that it is not always possible for enough right of way area to be provided for landscaping. However every effort should be made to utilize as much area for landscaping that is practical. The landscape design should incorporate the design principles of line, form, texture color, dominance, sequencing, and dominance discussed above.

APPENDIX H: COMMENTS ON THE DRAFT EIS

CONSTRUCTION MATERIALS

There are a wide range of construction materials available for sound wall construction, ranging from wood, steel, rock, concrete, concrete block, and precast. All of these materials offer their own aesthetic and sound absorbing or sound reflecting properties. Typically the precast systems offer the most flexibility in design and are most often the most economical choice.



Figure 9 Pre cast concrete systems are economical and attractive and offer a wide variety of styles

CONSTRUCTION MATERIAL GUIDELINES

All sound walls within James City County should utilize the most aesthetically pleasing products that offer suitable sound absorbing properties, and are readily available on the market today. Since sound walls are primary funded by the Federal Government, efforts to keep cost below the \$30,000.00 per effected resident standard should be made. James City County would consider any construction material that can provide the proper noise abatement and costs within the proposed budget. Aesthetics should be the primary emphasis when choosing the type of construction material used, with cost also taken into consideration.

CONCLUSION

The intent of these guidelines is to enable James City County to work closely with VDOT through the design process of sound walls. These guidelines will be made available to VDOT so the County's desired treatment of sound walls can be known before the design process begins. Once the design process begins the County shall be active in the public meetings portion. VDOT advertises the public meetings in local newspapers and sends out notices to the effected property owners. The meetings are typically held at local schools. It is the County's intent to have a representative at each of these meetings to advocate the design principles contained in these guidelines. The guidelines are intended to enhance the operation of these meetings by making the County's preferences known ahead of time and to ensure that the design of sound walls within the county are designed to be efficient sound mitigation facilities that are cost effective and aesthetically pleasing.

The following bullet points summarize the James City County's expectations for the design and construction of sound walls.

- The line and form of sound walls should mimic the line and form found in the natural landscape making the wall appear to belong as an element of the natural topography.
- Colors in sound walls should be earth tones that blend into the natural surroundings, and no more than two colors should be used.
- Textures used in sound walls should be compatible similar in contrast. Rarely should more than two textures be used on the same wall. The textures of plant materials should contrast slightly with the texture of the wall to make the plants stand out.
- Sound walls should contrast with their surroundings only slightly so the wall blends into the natural landscape. Some contrast between the wall and plant materials should exist to make the plants stand out but not enough to be distracting.
- Sound walls should be designed to create a progression of line, form, color, texture and contrast known as sequencing. Sequencing should add changing interest to the wall and pull the eye along as one progress along the wall.
- Sound walls within James City County should never dominate their surroundings. Sound walls should be designed to reduce the visual dominance of the wall and emphasize the natural terrain and vegetation.
- All sound walls in James City County should have landscaping install in front when possible. Every effort should be made to provide a planting area. The landscape design should incorporate elements of line, form, color, texture, and contrast to reduce the visual dominance of the wall and make it blend into the natural surroundings. Landscaping should soften the wall and create a progression that pulls the eye along as one proceeds.
- Construction materials should be selected based on their aesthetic value and sound absorbing properties. The cost of materials should also be considered and an effort to keep cost below the proposed budget should be made.

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Paul Holt [mailto:Paul.Holt@jamescitycountyva.gov]
Sent: Monday, March 11, 2013 10:06 AM
To: Smizik, Scott (VDOT); Deem, Angel N. (VDOT)
Cc: Bob Middaugh; Allen Murphy; Jason Purse
Subject: FW: VDOT's I64 Peninsula Study - Solicitation for comments

Ms. Deem and Mr. Smizik, good morning.

In response to your request, James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County.

11.1

Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle for tourists and prospective businesses alike. The existing natural features (mature trees, rolling topography, etc.) along the right-of-way and in the median set the Historic Triangle portion of the I-64 corridor apart from the much more urban Lower Peninsula. Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue. It is recommended that in weighing various design proposals, VDOT explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way in terms of preserving the natural topography and trees before any final plans are adopted.

JCC supports alternative 1A, but understands that improvements are needed regardless of the alternative chosen and, therefore, would also be very supportive of phased improvements as partial funding became available (e.g., an initial widening improvement from Newport News to Route 199 as a first effort).

If there is anything further that we can provide in support of your request or to assist the CTB, please do not hesitate to contact me.

Paul D. Holt, III, AICP, CNU-A
 Planning Director



101-A Mounts Bay Road
 Williamsburg, VA 23185
 757.253.6685
 email: Paul.Holt@jamescitycountyva.gov
 web: www.jamescitycountyva.gov

From: Deem, Angel N. (VDOT) [mailto:Angel.Deem@VDOT.Virginia.gov]
Sent: Monday, March 04, 2013 2:13 PM
To: Deem, Angel N. (VDOT)
Cc: Walton, Richard L., Jr. (VDOT); Smizik, Scott (VDOT)
Subject: VDOT's I64 Peninsula Study - Solicitation for comments

Good afternoon –

As you are aware VDOT is studying potential improvements to the I-64 corridor from I-95 in Richmond to I-664 in Hampton. In connection with this study a Draft Environmental Impact Statement (EIS) has been issued and your comments solicited. All materials are available on the study website - http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp. The Commonwealth Transportation Board is now considering the selection of a preferred alternative for this corridor and would be interested in receiving your input on the alternatives presented in the EIS. Your input by/before the end of March would be helpful.

Input on the selection of a preferred alternative can be directed to Mr. Scott Smizik at Scott.Smizik@vdot.virginia.gov.

Thank you for your time.
 Angel Deem

Angel Deem
 NEPA Location Studies Manager
 VDOT, Environmental Division
 desk: 804-371-6755
 cell: 804-201-1433



APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Tiffany Tran [mailto:ttran@richmondregional.org]
Sent: Friday, February 08, 2013 2:40 PM
To: 'angel.deem@vdot.virginia.gov' (angel.deem@vdot.virginia.gov); Nies, Nicholas; Svejkovsky, Ronald (Ronald.Svejkovsky@VDOT.Virginia.gov)
Cc: 'Mark Riblett' (mark.riblett@vdot.virginia.gov); Dan Lysy; Robert Crum
Subject: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Good afternoon, Angel

Thank you for your response in confirming the CTB action in the upcoming months for selecting a preferred alternative for the I-64 Peninsula Study. As part of the discussion for our February 14 MPO meeting, we will be asking VDOT and project staff to answer questions posed by our TAC, CTAC and MPO staff in the review of the I-64 Peninsula Study DEIS prior to our selection of a locally preferred alternative (this is also covered in the staff report for the February 14 MPO meeting agenda that was sent out on Tuesday, February 5). These questions need to be addressed before our MPO may move forward to recommend a locally preferred alternative, as the response will be reviewed and considered at the February 21 TAC meeting. Next week, we will be asking the MPO to appoint a TAC subcommittee to review, address and discuss MPO staff, TAC and CTAC comments, questions, and recommendations before developing a report and recommendation for a preferred alternative. The report and recommendation will be submitted to the MPO no later than March 1, 2013 so that the MPO can take action at its March 7, 2013 meeting and submit its recommendation for a preferred alternative to VDOT and the CTB.

I have attached the questions requesting further information from VDOT and project staff to this email with a deadline of February 21, 2013 in order to prevent any delay in our schedule to provide a locally preferred alternative for submission to VDOT and the CTB by the March 20 CTB meeting. Please note VDOT's timely response to staff and MPO Committees comments (attached) is needed for the TAC/TAC subcommittee to provide its recommendation and enable the MPO to take action at its March 7 meeting.

To assist us with meeting this deadline, we request that you provide written responses to these questions by February 21, 2013. If there is concern in meeting this deadline, please contact me as soon as possible. Thank you in advance for your assistance.

Tiffany Tran
 Senior Planner
 Urban Transportation Planning Division
 Richmond Regional Planning District Commission
 9211 Forest Hill Avenue, Suite 200
 Richmond, VA 23235
 (804) 323-2033 Ext. 136

 Please consider the environment before printing this e-mail.

The information supplied in this message may be privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient of this message, the sender does not intend delivery to you to waive any privilege or right pertaining to this message. You have no right to retain, disseminate, copy or disclose the material contained herein. If you have received this



APPENDIX H: COMMENTS ON THE DRAFT EIS

Richmond Area Metropolitan Planning Organization Request for Additional Information for the I-64 Peninsula Study

The Richmond Area Metropolitan Planning Organization (RAMPO) is requesting additional information on the following questions as presented by the Technical Advisory Committee (TAC), Citizens Technical Advisory Committee (CTAC), and RAMPO staff in response to the review and discussion of the Interstate 64 Peninsula Study Draft Environmental Impact Statement (EIS). These questions need to be addressed by VDOT and the consultant team for the study in order to move forward in the selection of a locally preferred alternative (LPA). The I-64 Peninsula Study will be discussed at the February 14, 2013 RAMPO meeting, and at the February 21, 2013 TAC meeting to develop a report and formal recommendation for the RAMPO Board to assist in the selection of the LPA at the March 7, 2013 RAMPO meeting. Due to the schedule set, RAMPO staff would like these questions addressed by February 21, 2013 at the latest to prevent any delays.

1. Request for further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads. **12.1**
2. More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above. **12.2**
3. Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternatives 2A, 2B, and 3. **12.3**
4. More detailed information on the parcels included in the right-of-way acquisition for the improvements recommended on the corridor as there is little information in the Right-of-Way Technical Memorandum besides number of parcels needed and number of individuals displaced. **12.4**
5. Request to VDOT for further information as to what constitutes a "partial acquisition" of public and private property. **12.5**
6. VDOT is requested to explain the planning level costs being presented for Alternatives IA, IB, and 3, which have almost identical cost ranges. Since Alternative IA provides for an additional outside lane, while Alternatives IB and 3 provide for an additional lane in the

median, the cost for Alternatives IB and 3 would seem to be significantly less due to lower right-of-way costs, while Alternative IA would seem to cost significantly more due to right-of-way costs.

7. Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond. **12.7**

APPENDIX H: COMMENTS ON THE DRAFT EIS



CITY OF RICHMOND
DEPARTMENT OF PUBLIC WORKS

February 13, 2013

Mr. Thomas A. Hawthorne, P. E.
District Administrator
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, VA 23834

RE: Interstate 64 Peninsula Study (I-64 corridor from I-95 in Richmond to I-664 in Hampton)

Dear Mr. Hawthorne:

Thank you for offering us the opportunity to provide comments on the I-64 Study. The Study includes two interchanges within the city limits, i.e., I-95 (Exit 190) and Mechanicsville Turnpike (Exit 192). The Nine Mile Road interchange (Exit 193) is in close proximity to the city line. Specific comments follow:

- I-95 interchange
 - o VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.

13.1

- I-64 between I-95 and Mechanicsville Turnpike
 - o The No Build Alternative is not an option given the findings and crashes in the "Traffic / Transportation Technical Memorandum"
 - Main line levels of service (LOS) of "F" for year 2040 from Exit 190-192 (Tables 29 and 32)
 - Merge/diverge LOS "F" for EB and WB at Exit 192 (Tables 47, 48 and 49)
 - Signal at I-95 SB off ramp and 3rd St. has a "F" LOS. Signal at I-64 WB at Magnolia has a "F" LOS (Table 53)
 - Crashes in the city
 - I-64 WB has twice the state average
 - I-64 EB has 1 ½ times the state average

13.2

- Additional right of way required (Table II.3 Interchange Improvement Summary; Table III.A.1 Community Facilities and Services; Table III.A.2 Community Facility Impacts by Alternative; Table III.G.1 Anticipated Effect Determination for Listed or Eligible Architectural Resources Identified with the Project APE; and Table II. G.3 Anticipated Effect Determination for Archaeological Sites Identified within the Project APE)

P. O. Box 26505 • 900 EAST BROAD STREET, ROOM 704, RICHMOND, VA 23219 • 804.646.6430 • FAX 804.646.6629 • WWW.RICHMONDGOV.COM

- o VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments

13.3

The City is not prepared to support an alternative until this additional information is provided. We welcome the opportunity to continue to work with VDOT on the I-64 Peninsula Study.

Sincerely,

M. S. Khara, PE
City Engineer

Cc: Byron C. Marshall, Chief Administrative Officer
Christopher L. Beschler, Deputy Chief Administrative Officer
Peter Chapman, Deputy Chief Administrative Officer
James A. Jackson, Director of Public Works
Vickey Badger, Principle Planner
Mark Olinger, Director of Planning/Development Review

APPENDIX H: COMMENTS ON THE DRAFT EIS

COUNTY ADMINISTRATOR
James O. McReynolds

BOARD OF SUPERVISORS
Walter C. Zaremba
District 1
Sheila S. Noll
District 2
Donald E. Wiggins
District 3
George S. Hrichak
District 4
Thomas G. Shepperd, Jr.
District 5

January 2, 2013

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

Dear Mr. Nies:

The York County Board of Supervisors extends its thanks to you and your colleagues for preparing the I-64 Peninsula Study DEIS and hosting the recent public information meetings. The report is comprehensive, thorough and clearly well-researched.

The Board of Supervisors recognizes the need for improvements to the I-64 corridor, particularly the segments at the eastern end of the study area – i.e., Jefferson Avenue to Route 199/Exit 242 – where heavy traffic volumes can cause congestion and “slow-crawl” conditions throughout the year. These conditions are particularly severe during summer months when the Historic Triangle hosts thousands of visitors who contribute significantly to our local and state economies but whose trips to and from the area cause frustration, anxiety, and perhaps diminish their desire to return or to recommend the area to others as a destination. Clearly, there is a need for additional capacity and, therefore, we do not support the No Build Alternative. **14.1**

With respect to the five Build-Alternatives under consideration, York County has long been a proponent – along with other Historic Triangle jurisdictions, institutions and organizations – of capacity enhancements that recognize and protect the aesthetic character of the area and which avoid an urban, treeless, Jersey-barrier appearance. In that regard, our preference would be for a design that places new general purpose lanes to the outside of existing lanes so that the current wide grassed/landscaped/wooded medians can be protected. However, we recognize the that various constraints within the York County segments of the corridor – such as federal property ownership, existing development, environmental characteristics, and right-of-way acquisition costs – likely makes the “outside” lanes alternative impractical. Therefore, for the York County segment of the corridor, we support Alternative 1B – Additional General Purpose Lanes in the Median. **14.2**

York County does not favor the use of tolls to finance these improvements. Instead, York County continues to believe it important for the Commonwealth to establish dedicated, reliable, recurring and adequate funding source(s) for this and other much-needed **14.3**

224 Ballard Street • P.O. Box 532 • Yorktown, Virginia 23690-0532 • (757) 890-3320
Fax: (757) 890-4002 • TDD (757) 890-3300 • Email: bos@yorkcounty.gov
A Hampton Roads Community

Mr. Nicholas Nies
January 2, 2013
Page 2

transportation projects. The I-64 corridor is vitally important to the Hampton Roads region, to the military, to regional commerce, and to the entire Commonwealth and we believe that tolling fails to recognize the importance of the corridor to that broader constituency.

In summary, York County supports the completion of the EIS process, the selection of the Preferred Alternative (Alt. 1B), and the identification of funding sources that do not involve or require the establishment of tolls.


Thank you for the opportunity to offer these comments.

Sincerely,

Walter C. Zaremba, Chairman
York County Board of Supervisors



APPENDIX H: COMMENTS ON THE DRAFT EIS



INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes
 No
 15.1

If not, what do you feel needs further study?

I feel as though their should be a more thorough study done on the impact on Commercial Vehicles. The I-64 corridor is used frequently by Commercial Vehicles, and I think any toll proposals will cripple this industry tremendously going forward.
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 Yes
 No
- 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?

Yes
 No

(Continued on the back)

6. How useful did you find the displays for understanding the study?

The displays contained plenty of information, but questions had to be asked in order to define certain words & terms (ie, parcels)

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

Impact on Commercial Vehicles

Please provide your name and address (optional)

Name: George Berry Email: Mr. Gberry@gmail.com

Address: 1511 wingfield ave. Phone: _____

Chesapeake, VA. 23325

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@vdot.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: "mcanty" <almcanty@cox.net>
To: hrbtcomments@vaprojects.com
Sent: Wednesday, December 19, 2012 8:23:37 AM
Subject: widening of 64 from Hampton to Richmond

Yes there is a need to expand Rt. 64 to three lanes from Newport News To Lightfoot. There is no need to expand it after Lightfoot. I request a specific traffic study from Lightfoot exit to the airport exits to see the volume. I have travelled that roads hundreds of time and the volume is appropriate for 2 lanes. There is no need for 3 lanes. Remember the expansion of 460 on the South side should ease traffic on 64. Please keep that it mind with your planning.

16.1

The most important thing that is needed is a redesign of the Fort Eustis exit which is dangerous. That should be a high priority and done immediately even if 64 is not expanded. A redesign of the west bound Humesline parkway exit which is also dangerous.

I can not support funding of any kind to expand Rt. 64 after Lightfoot exit.

Thank you,
 A.Canty
 107 Ferrier pl.
 Yorktown, VA 23693

From: Don Cherry [mailto:cherries@cox.net]
Sent: Monday, December 10, 2012 4:38 PM
To: Jack, Adam J. PE (VDOT)
Subject: Input

Nothing needs to be done on I – 64 at present except the widening of I – 64 between Ft. Eustis and Patrick Henry exits at this time. This is the most immediate problem and should be addressed now with reconfiguration of the interchange at Ft. Eustis done later as money permits. The pull over lanes should be converted to travel lanes certain times of the day to avoid the back-up of traffic in both directions. It is routine for traffic to back up about 10 miles to the western most 199 interchange at Lightfoot during the summer. Once Alt. 460 is opened in 2017 or 18 the traffic will be alleviated on I – 64 significantly.

17.1

Jack, please forward for comment on I – 64 meeting.
 Rusty Cherry
 757-253-2222
cherries1@cox.net



APPENDIX H: COMMENTS ON THE DRAFT EIS

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING **COMMENT FORM**

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study? **18.1**

would like to see monetary impact study for each alternative plan. I was hoping to see where the money is coming from & how it is planned to be spent.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)

6. How useful did you find the displays for understanding the study?
usefull

7. What other information would you like to know?
Costs & where the money is coming from: Federal, State, County + which of each budget is being affected.

Please provide any additional comments you would like the study team to have.

I felt everyone representing the study was very friendly, aggressive in wanting to explain in detail the information in the booklets & the billboards. Thank you for spending your evening educating the public.

Please provide your name and address (optional)

Name: _____ Email: _____
 Address: _____ Phone: _____


Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS



INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study? 19.1

The impact of construction work will have on existing business that affect Wamsley economy, for example Busch Gardens, outlets both having current fiscal concerns. The possible spillage to predominately family community roadways such as 199 or Route 5. Everyday travellers that use this roadway to reach work certainly can't withstand tolls.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No Not sure

3. 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?

Yes No Depends on the location and how much mileage the toll will cover.

(Continued on the back)

6. How useful did you find the displays for understanding the study?

Okay, but the engineer was much better as he explained the general questions

7. What other information would you like to know?

Covered

Please provide any additional comments you would like the study team to have.

Please make public meetings more widely spread in unusual medias.

Please provide your name and address (optional)

Name: _____ Email: _____
 Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 37 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 98.166.5.125
Response Started: Monday, January 7, 2013 10:28:38 AM **Response Modified:** Monday, January 7, 2013 10:53:36 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 With the financial closing of the US 460 toll road project, I believe that the need for a concurrent expansion of I-64 needs reevaluation. The traffic volume projections on the new 460 make a weak case for its construction, but allowing I-64 to become more congested could provide an incentive to southside Hampton Roads travelers to re-route to 460, a parallel route to Richmond and points west. That possibility appears not to have been a part of the DEIS considerations.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 No

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
 Although tolling is not my favorite solution to our transportation challenges, I could support some route-specific user fee for partial funding. HOT lanes would provide consumers a choice between sitting in traffic during times of peak use or paying for "head of the line" privileges. We cannot however pave our way out of congestion, and as I stated in response to Question 1, the "done deal" on US 460 redefines the "no-build" context in a way that the DEIS did not take into account. 20.1
 Certainly, driving southside Hampton Roads traffic toward US 460 will not mitigate all congestion issues, particularly those within the Hampton-Newport News segment of I-64, but it could be a significant factor west of Newport News for travelers headed to Richmond and beyond.

8. Please provide your name and address (optional)
 Name: - Mark Geduldig-Yatrofsky
 Address: - 2713 Sterling Point Drive, Portsmouth, VA 23703
 Email: - magyforthepeople@cox.net
 Phone: - 7578199041

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFM... 1/1

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No 21.1
 If not, what do you feel needs further study?
 Was the need for additional basins in the median included in the costs if the option is chosen to widen on median side?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Excellent</i></p>	<p>7. What other information would you like to know? <i>Cost breakdown for estimates shown on displays (in general the costs, say for RW, stormwater, etc.)</i></p>
<p>Please provide any additional comments you would like the study team to have. <i>Widening to the median side should be much less expensive, in most areas, I would think.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Debra Gillilan</i> Email: <i>Debra.Gillilan@vdot.virginia.gov</i></p> <p>Address: <i>3235 Reades Way Wmsbg, VA 23185</i> Phone: <i>804-786-1042 work</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary

Displaying 35 of 39 respondents Prev Next Jump To: Go

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 174.66.17.102
 Response Started: Sunday, January 6, 2013 6:17:56 PM Response Modified: Sunday, January 6, 2013 7:08:47 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
No

4. 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?
Yes

5. How useful did you find the displays for understanding the study?
Showed details the web lacked do to size of display online. The web need a button to enlarge the diagrams.

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
This construction should be done by wholly owned USA companies. The tolls should be maintained by VDOT and have no foreign involvement. The option that widens outside is not practical. This leaves a grassy median to be maintained at a cost. The option to widen inside would remove the same amount of greenery and there would only be the shoulders to maintain. Remove the west bound left exit to route 143 Exit 243B. Combine this exit with 243A to Bush Gardens. Currently during evening rush hour, this left exit causes a slowdown in the left westbound lane as exiting cars slowdown and move to the left lane to exit. This slowdown can be as far back as a mile slowing from 70 down to 55 at the exit. **22.1**

8. Please provide your name and address (optional)
 Name: - Roy Hartley
 Address: - 3517 Hunters Ridge
 Email: - royer.hartley@cox.net
 Phone: - 757-229-9534

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPP9z049fFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 3 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 198.252.240.2
 Response Started: Tuesday, December 11, 2012 6:53:40 AM Response Modified: Tuesday, December 11, 2012 7:29:18 AM

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed? 23.1

No

There is not enough information on the toll options versus the impact on Economic Development and lost tax revenue. Also, what are the impacts if nothing is done? Everything sits as 0 as if nothing changes but the congestion does have an impact on the environment, and cost economic cost to the communities impacted.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. 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?

No

5. How useful did you find the displays for understanding the study?

Would like more detail information.

6. What other information would you like to know? 23.2

Please identify the level of impact to the historical and archeological resources. Is it impact actual buildings and dig sites or just properties encumbered with historical resources with no disruption to the properties? Also how will run-off be treated around the reservoirs and other environmentally sensitive areas? Why was only express and truck lanes examined as an alternative but not the addition of express rail or other rail transit? 23.3

23.4

7. Please provide any additional comments you would like the study team to have. 23.5

The widening should have been planned and designed decades ago. The project team should work closely with local planners to ensure negative community impacts are negligible. There might be portions of the project that warrant building in the existing median (b1) and portions that require building on the exterior (b2) especially near overpasses or important resources. The project should also consider additional ingress/ egress improvements to include new and/or improved interchanges such as the Armistead/ LaSalle/ King Street areas of Hampton and Denbigh Boulevard in Newport News. Such improvements are critical to the interstate's functionality, local road conditions and redevelopment opportunities.

8. Please provide your name and address (optional)

Name: - A. Jordan
 Address: - 144 Hampton Roads Ave
 Email: - amybutl@msn.com
 Phone: - 757-728-5147

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIVb%2bMfEB5ZTZ301jPqYKdz... 1/1

Help create a better transportation future for Virginia

Insanity is making the same mistake over and over and expecting a different result. This saying is particularly appropriate when considering current plans to widen I-64 by two to six lanes between Newport News and Richmond.

Anyone who thinks this \$7,300,000,000 undertaking would "provide for increased capacity in order to reduce traffic delays"—the project's main reason as stated by VDOT—must not have attempted to drive on the 10, 12, or even 21-lane "freeways" in and around Washington, D.C., Atlanta, Boston, New York, Dallas, Los Angeles, or any of the other U.S. cities that have tried to widen their way out of traffic congestion. These roadways are not free, and they increasingly fail to provide the free mobility implied by their name.

Widening highways to reduce congestion is a failed approach that has rightly been compared to a fat man trying to lose weight by loosening his belt. Independent studies—as well as most everyone's personal experience behind the wheel—show that widening existing highways consistently leads to urban sprawl and even more traffic. Indeed, this "induced" or "generated" traffic consumes 10-50% of new road capacity almost immediately, and 50-100% of new capacity within 4 to 7 years.

We all know how this will go, right? Taxpayers will shell out \$7.3 billion to widen I-64 from 6 lanes to 12 lanes between Newport News and the Ft. Eustis exit, and from 4 lanes to 6 or 7 lanes between Ft. Eustis and the I-64/I-295 interchange outside Richmond; to replace all 109 major bridges along the 75-mile stretch; and to rebuild or reconfigure each of the 25 interchanges. (The \$7.3 billion will likely grow to \$8 billion, then \$10 billion—we all know how that goes, too.)

Traffic congestion will ease for a few years, then, due to the reduced congestion, new developments will begin to spread west from Williamsburg and east from Richmond, springing up around Croaker, Bottoms Bridge, Toano, Providence Forge, and West Point; and within the hardwood forests and pristine shorelines of the James and York rivers in Charles City, New Kent, and Henrico counties. *Chickahominy Commons—Easy Freeway Access! If you lived here, you'd be home by now!*

Then, to meet the needs of the new residents, big-box stores, convenience marts, and auto dealerships will begin to sprout up at many of the interchanges. Within a few years, traffic on I-64 will again be at a standstill during peak hours, stranding our tourists, while what is now a rural area inhabited by people living off the land and water will become yet another low-density string of bedroom communities whose residents will be forced to suffer the average American's 443 hours per year behind the wheel of a car, stuck in traffic.

Farmers, loggers, and watermen; along with owners of local groceries, hardware stores, gas stations, and hunting and fishing outlets, will see traffic thicken on their once-quiet country roads, and watch as their home-grown businesses go belly up, replaced by the big-box store at the nearest I-64 crossing, filled with products made in China.



APPENDIX H: COMMENTS ON THE DRAFT EIS

Everyone along the corridor will also be subjected to greater air pollution and noise, and suffer from the loss of trees and wetlands. It's remarkable how little attention VDOT's planning documents pay to these concerns—particularly given the importance of the region's rural character to its draw as a tourist destination. The plan calls for 7.5 miles of sound barriers, either way too many or not nearly enough. The 67-page "Alternatives Development Technical Memorandum" doesn't use the word "tree" once, or "forest," or "creek" (except when referring to place names). What locals call Queens Creek VDOT refers to as the "waterway adjacent to Camp Peary."

Widening the current 4-lane highway to 6, 7, or 12 lanes will provide only a few years of respite from traffic, while directly and forever impacting two historic districts, seven archeological sites, and five battlefields—the very things that draw tourists here. Isn't it about time that we realize that being here is just as important as getting here, and that arriving in the Historic Triangle via a giant ribbon of concrete risks killing the goose that lays the golden egg of historical tourism?

If widening the highway isn't the answer, what is? The most promising alternative is enhanced and expanded passenger rail service. VDOT excludes rail from its current plan, claiming that a high-speed line between Hampton Roads and Richmond would fail to reduce the congestion on I-64 because it's mostly due to summer weekend traffic rather than weekday commuters. But, given rising gas prices and concerns with air pollution and climate change, who's to say that visitors wouldn't prefer to arrive at our historic destinations by train if we invested in an efficient, affordable rail line rather than wider highway? Amtrak just broke another ridership record in 2012, carrying more than 31.2 million passengers nationwide and seeing a 4.8% increase in ridership, up to 11.4 million, on its Northeast Corridor.

24.1

Studies show that rail improvements are less expensive than highway widening, and, perhaps most importantly, rail also encourages smart, concentrated growth rather than urban sprawl. Given the proper marketing, rail travel could even be a draw in and of itself—a relaxing mode of transportation to help visitors acclimate to the relaxed pace of our historical attractions, and one that is itself historical, with the first train appearing in the Commonwealth in 1831.

We must—for the sake of ourselves, our environment, and our children—start thinking outside "the 'more and wider highways' box that continues to dominate discussions of transportation in Richmond and the Commonwealth. Wider highways only bring more congestion. We need smarter, more sustainable solutions to truly solve Virginia's long-term transportation issues, and improved rail service is a good place to start.

If you are interested in helping to create a new and better transportation future for Virginia, I urge you to attend Tuesday night's public hearing on the future of the I-64 corridor, which runs from 5-8 p.m. at Bruton High School at 185 East Rochambeau Drive in Williamsburg. Unfortunately, you won't be able to get there by rail or bus.

.....
David Malmquist
109 Charles River Landing Road
Williamsburg, VA 23185
757-259-1151



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

The Chickahominy River, and Chickahominy Lake at Walker's Dam, are a public drinking water source. Neither of these critical natural resources has been identified or addressed. See, for example, pages 26-32 of the Natural Resources Technical Memorandum.

25.1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

- General purpose lanes widening to the outside
- General purpose lanes widening to the inside
- Full toll lanes widening to the outside
- Full toll lanes widening to the inside
- Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p style="font-size: 2em; margin-left: 20px;">Very</p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Donald Rice</u> Email: <u>drice@nngov.com</u></p> <p>Address: <u>Newport News Waterworks</u> Phone: <u>757-926-1095</u></p> <p style="margin-left: 40px;"><u>700 Town Center Drive</u></p> <p style="margin-left: 40px;"><u>Newport News, VA 23607</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 - Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 - Yes No

3. 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?
 - Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>VERY USEFUL to make an assessment</i></p>	<p>7. What other information would you like to know?</p>
---	--

Please provide any additional comments you would like the study team to have.

I have attached a copy of the report I sent to the City Representatives and employees.

I have addressed what I think a solution to the congested transportation is.

Please provide your name and address (optional)

Name: *Donna Sayegh* Email: *bethlehem2008@aol.com*

Address: *3104 GARLAND DR. PORTSMOUTH, VA 23703* Phone: *757 638 3759*

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

From: Donna S. <bethlehem2008@aol.com>
To: kwarren <kwarren@prha.org>; brussof <brussof@portsmouthva.gov>; godfreyb <godfreyb@portsmouthva.gov>; dmeeks <dmeeks@empiremetalcorp.com>; rowej <rowej@portsmouthva.gov>; wiksong <wiksong@portsmouthva.gov>; swindellc <swindellc@portsmouthva.gov>; moodyw <moodyw@portsmouthva.gov>; pdcherry84 <pdcherry84@yahoo.com>; whited <whited@portsmouthva.gov>; randallm <randallm@portsmouthva.gov>; edmondsc <edmondsc@portsmouthva.gov>; gwaltneyb <gwaltneyb@portsmouthpartnership.org>; edmondsonf <edmondsonf@portsmouthva.gov>; watsonb <watsonb@portsmouthva.gov>; smallp <smallp@portsmouthva.gov>
Subject: Transportation meeting 12 12 12 in Newport News
Date: Thu, Dec 13, 2012 6:57 am
Attachments: VDOT_Survey_12_12_12_pg_1.pdf (807K), VDOT_Survey_12_12_12_pg_2.pdf (601K), VDOT_Impact_study_12_12_12.pdf (825K)

Good Morning, Representatives of Our City and Employees:

There was a transportation meeting at 700 Town Center Drive in Newport News, Virginia last night.

I didn't see any Transportation Liason from the City there last night. Was one there? Who is the City's Transportation Liason?

VDOT provided the citizens an opportunity for input into the results of the I-64 Peninsula Study Team done by McCormick Taylor, Inc. from Glen Allen, Virginia.

The Study listed the purpose and what the current impact of I-64 from Richmond to the Peninsula. They listed 5 alternatives for building improvements. They also listed an option of: No build. The cost will range from \$4.3 B - \$7.3 Billion to build.

The Study also listed the categories of elements that would be impacted by construction of the Improvement to the I-64 Corridor from Richmond to the Monitor-Merrimac Tunnel in Newport News.

The Study done was excellent. The information was thorough. The represenatives from VDOT were friendly and glad to explain the details.

Here are some issues assessed at this meeting:

- 1) There is absolutely NO MONEY in the State treasury to pay for this 5 phase project.
- 2) There is a Gridlock at the MM Tunnel now with 2 lanes; there will be a worse Gridlock at the Tunnel with 4 lanes going into the tunnel.
- 3) Tolls are going to be charged all over the Hampton Roads area to keep people from trying to find ways to avoid the tolls.
- 4) There has been a change in gas taxes providing revenue for the highways because of new cars having greater mileage per gallon of gas.
- 5) New cars are now becoming electric or hybrids, gas and electric, which will further decrease tax revenue.
- 6) With the Federal regulations for the state to get money, every law has to be fulfilled before money is obtained.
- 7) Nothing was addressed about the Tunnel's ability to widened.

12/13/2012

APPENDIX H: COMMENTS ON THE DRAFT EIS

Mark attended as well. He may be able to provide additional information.

My suggestion is this:

Bring the fleet of Car ferries back into service. 26.1

We are the First Settlers. We used ferries for transportation from the very beginning of our existence here in Virginia. As you know, Portsmouth was settled around 1620.

We allowed the State to seize the ferries and never got them back.

We are fighting the state about the NoTolls issue. How can we afford more taxes from our City, State and Federal Governments.

I have attached a copy of the survey and a copy of the Impact spreadsheet.

Go on line to get more information or you can call Dennis Heuer, Hampton Roads District Administrator at 757-925-2511.

If you have any questions or comments, please let me know.

Sincerely,

Donna Sayegh
757-638-3759

12/13/2012



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

Alternate roadway using I-43 or
SO

27.1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

- General purpose lanes widening to the outside
- General purpose lanes widening to the inside
- Full toll lanes widening to the outside
- Full toll lanes widening to the inside
- Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>Showed what was considered</u></p>	<p>7. What other information would you like to know? <u>How long would it take VDOT to do this</u></p>
<p>Please provide any additional comments you would like the study team to have. <u>Consider using I43/60 upgrade to Interstate standards</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Ranber Sheple</u> Email: <u>R133715@hotmail.com</u> Address: <u>6 Saxon LN</u> Phone: <u>757 881 9207</u> <u>NM</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-MJ1-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 - Yes No
 - If not, what do you feel needs further study?
we are extremely concerned with safety if tolls are to be implemented along 64.
were states like NJ, NY, CT investigated regarding accidents related to toll booths?
a tax on fuel would not cause bodily injury as the toll roads of NJ GSP demonstrate
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 - Yes No
- 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?
 - Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
good graphics that demonstrate project objectives

7. What other information would you like to know?
studied statistics re: other states considering toll road accident rates already exist see GSPNT for example overflow to other roads ~~ensure~~ when vehicle avoids toll road was this studied? 28.1

Please provide any additional comments you would like the study team to have.
study the accident + death statistics from states with tolls in place - NJ, NY, etc. no one gets injured with a tax on fuel, for ex. + lives are not worth the money gained. would eminent domain be used to widen 64?

Please provide your name and address (optional)
 Name: *Rob + Susan Stephens* Email: _____
 Address: *3036 So. Freeman Rd Williamsburg VA 23185* Phone: *757-846-8191*

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

should be on separate sheet not on comment pg. - need to take home this info.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
- IMPACT ON HISTORIC RESOURCES 29.1
- LANDSCAPING IN TOURISM AREAS 29.2

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside *IF ROW AVAILABLE*
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No
IF PART OF STATEWIDE TOLL PLAN FOR INTERSTATES

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>USEFUL</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p><u>WILL LANDSCAPING BE INCLUDED IN ENGINEERING DESIGN?</u></p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Stanley B. Swanner</u> Email: <u>swanner@historictrianglecollaborative.com</u></p> <p>Address: <u>5546 River view Road</u> Phone: <u>757-879-5153 ©</u></p> <p style="margin-left: 40px;"><u>Williamsburg Va 23185-6781</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	



ADDITIONAL PUBLIC COMMENTS

APPENDIX H: COMMENTS ON THE DRAFT EIS

December 31, 2012

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

Dear Study Team,

I wish to pass on the following concerns and recommendations regarding the proposed expansion of I-64 between Richmond and Newport News.

First, I recommend that the expansion be done in such a way that maximizes tree lines in the interstate medians. Having tall trees in the median serves to block the view of the opposite lanes. When an accident occurs, the traffic travelling in the opposite direction is often slowed to a crawl due to the rubbernecking effect. Tall trees in the median can prevent such an occurrence.

Secondly, I have noticed during the evening rush hour that traffic on I-64 West at Exit 255 is often backed up into the interstate. This frequent problem poses a significant hazard. The problem could be relieved by building exits at Bland Boulevard, Denbigh Boulevard, or both.

Finally, I recommend that the cloverleaf pattern of exits be eliminated and discontinued. These cloverleaf patterns exist at the Fort Eustis Boulevard Exit (Exit 250) and the Route 199 Exit (Exit 242), among other places. Traffic is often slowed at such exits because traffic entering the freeway and traffic exiting use the same lane. Entering traffic does not have the opportunity to get up to freeway speeds after having to negotiate a tight curve. That entering traffic then must yield to exiting traffic that is merging into the same lane. This cloverleaf design is the main reason why traffic on I-64 East is often bogged down at the Fort Eustis exit. During the I-64 expansion, such cloverleaf patterns should be eliminated and replaced with entry/exit designs similar to the one at Exit 214 (VA-155/N. Courthouse Road).

Sincerely,



Frank J. Abbott
301 Par Drive
Williamsburg, VA 23188

From: Brian Bialas [mailto:catbialas@cox.net]
Sent: Tuesday, November 13, 2012 10:10 AM
To: Hampton Roads Public Info (VDOT)
Subject: No tolls - use gas tax

Name: Brian Bialas

E-mail Address: catbialas@cox.net

COMMENT

Instead of installing tolls on additional roads, strongly suggest a 5 to 10 cent gas tax-- this way everyone pays at the pump, there is little admin cost (vice tolls), there is no cost for toll booths (including express-drive thru), and with the gas fluctuation prices -- it probably wouldn't even be noticed.

Locality Selected --

Virginia Beach

APPENDIX H: COMMENTS ON THE DRAFT EIS

Tuesday, December 11, 2012

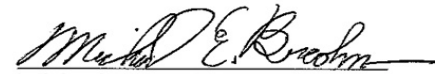
I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060

Dear Sir,

I am very much in favor of placing tolls on Interstate 64 to finance repairs and improvements for that roadway. Widening the area from Jefferson Ave to Lee Hall is critically needed. It is logical to apply user fees for this purpose. And I am confident that environment impact will not impede this project.

I support the proposed improvements to I-64.

Sincerely,



Michael E. Brookman
Hampton, Virginia



The Colonial Williamsburg Foundation

OFFICE OF THE PRESIDENT

January 7, 2013

Dear Mr. Butala:

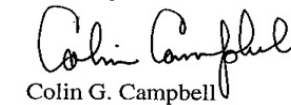
In conjunction with VDOT's ongoing I-64 Peninsula Study, please know the Colonial Williamsburg Foundation strongly supports efforts to widen the Interstate 64 corridor between Richmond and Hampton.

America's Historic Triangle of Jamestown, Williamsburg and Yorktown is one of the most significant drive-to tourist destinations on the East Coast. Visitation to the Historic Triangle and its historic sites and other attractions is estimated to total approximately 6 million individuals annually who contribute an estimated \$80 billion each year in state and local tax revenues. As the largest living history museum in the country, Colonial Williamsburg alone welcomes more than 1 million visitors annually to its historic area and art museums and to its lodging, dining, shopping and recreational facilities. Colonial Williamsburg therefore has a compelling interest in the future of I-64.

The clogged I-64 corridor, coming from both east and west, presents formidable challenges to tourism in Williamsburg. It poses a threat to the Foundation's ability to attract visitors and diminishes the experience of those who do come here. Transportation issues must not be permitted to put this nationally significant historic resource at risk. Moreover, as plans for this critically important widening project move forward, special attention should be focused on preserving the scenic and historic landscape of I-64 as it passes through the Historic Triangle, one of the most important heritage areas in Virginia and in the nation.

On behalf of the Colonial Williamsburg Foundation, I respectfully submit that widening I-64 and doing so in a way that is sensitive to the Commonwealth's historic resources should be a top priority.

Sincerely,


Colin G. Campbell

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

"THAT THE FUTURE MAY LEARN FROM THE PAST"
Post Office Box 1776, Williamsburg, Virginia 23187-1776, Telephone: (757) 220-7200

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Paulina Fike [mailto:pmsaln@cox.net]
Sent: Thursday, November 22, 2012 12:12 PM
To: Hampton Roads Public Info (VDOT)
Subject: I-64 tolls

Name: Paulina Fike

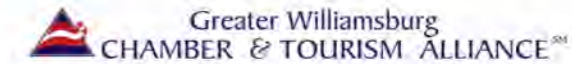
E-mail Address: pmsaln@cox.net

COMMENT

I have been reading about the proposed construction on I-64 between Hampton and Richmond and the proposal to charge tolls to fund this project. I have lived in this area for many years and understand the concern about heavy traffic in this area. Poor planning, shortened areas of lane merges, and people who fail to maintain the posted speed are much to blame for this. I am however opposed to the idea of charging \$11.25 (or more) each way to construct extra lanes. If I need to purchase something for my family I must budget for this. If I don't have the money, they I have to save it and set it aside. I don't go out and take the money from my neighbor. If you do not have the money budgeted for this project, it is unfair to expect to get in from high tolls collected from those of us already overburdened by car, gas, and other taxes. Segregate monies from the general fund for necessary projects. If you do decide to toll the new "faster" lanes, be sure to leave some lanes without tolls so that those of us who are being bled just to pay for the gas can actually get to our destination.

Locality Selected --

Virginia Beach



January 7, 2013

Mr. Rich Butala
 McCormick Taylor, Inc.
 North Shore Commons A
 49951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

Re: Interstate 64

Dear Mr. Butala,

I am writing on behalf of the 750 members of the Greater Williamsburg Chamber & Tourism Alliance, an organization dedicated to ensuring the economic health of the Historic Triangle, in support of action to alleviate congestion on Interstate 64 between Hampton and Richmond.

As acknowledged in work shared here in a public meeting last month, Interstate 64 is already severely congested and projections reflect a worsening of the situation into the future. We know of the congestion personally, but, more importantly, because we are the local organization in contact with visitors to this area, we hear their stories directly. I can't tell you how many times I have heard of four hour trips from D.C. to Williamsburg. Unfortunately, incidents such as those cause visitors to not return.

The Historic Triangle is important both because of what it represents in the history of our country and because of its economic impact to the state and our local area. If visitors choose not to return because of congestion, the economy suffers. More importantly, since our local economy is 75% businesses of 10 or fewer employees, the impact is more severe. Small businesses of this size do not have the resources to sustain themselves. Many will be forced out of business, not because of normal economic conditions, but because we have failed to provide for adequate infrastructure.

On behalf of these businesses, we urge that necessary steps to improve the congestion problem be taken. Interstate 64 is vital to our future. We recognize that all citizens will be asked to participate in funding improvements. The cost of no action will be greater than the cost of appropriate action.

Finally, we urge that engineering designs attempt to protect the aesthetics that not exist on this road. They provide the entry feel of the area, which is so vital to a positive sense of arrival

We appreciate your consideration of our position.

Sincerely,

Richard A. Schreiber
 President & Chief Executive Officer

APPENDIX H: COMMENTS ON THE DRAFT EIS

Page 1 of 1

I-64 Peninsula Study

From: John Haldeman [jhhaldeman@gmail.com]
Sent: Tuesday, December 18, 2012 9:06 AM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing: Bruton HS, December 11, 2102 December 18, 2012

Gentlemen:

Widening I64 is misguided: Widening and extending freeways has never solved and will never solve traffic congestion. Widening and extending interstates simply extends the frontier of development, and the ensuing traffic growth quickly overwhelms the original intent of the project. Ask any resident of Northern Virginia; Fulton County, Georgia; or Nassau County, NY.

So what is the answer? How can this region provide for hurricane exodus and access for a growing port, an important military presence, tourists visiting the Historic Triangle and Virginia Beach, and casual local travelers without expanding the frontiers of development and thereby increasing pollution and creating even greater congestion (see Northern Virginia)? Some suggest improvements to rail service as an answer, which may help at the margin, although the economics are not encouraging.

Assuming that you are determined to forge ahead with this abomination, please consider an option that I did not see at the VDOT meeting last Tuesday at Bruton High School: add two lanes to I64, but have only three access ramps: I295 (Exit 200), Ft. Eustis Boulevard (Exit 234), and Mercury Boulevard (Exit 263). This would provide express service to port-bound trucks, to the military, and to those traveling between the Newport News/Norfolk/Virginia Beach megaplex without opening more rural lands to the type of the sprawl that has already despoiled the character of James City County and Williamsburg. This approach will also save construction costs and pollution associated with building numerous ramps. Locals and visitors to the Historic Triangle, on the other hand, will benefit from less traffic and heavy trucks on the four remaining lanes.

This is far from a perfect solution, as it still will introduce more air and water pollution, and further reduce the green corridor that presently greets visitors to our region. It also does not solve the region's critical problem of the congested river crossing. Still, politicians seem determined to carry out this misguided project, and limiting access will mitigate the ensuing destruction.

Sincerely,

John Haldeman
 1597 Founder's Hill North
 Williamsburg, VA 23185
 757-229-2669

12/19/2012

Simms, D. E. 'Renee' (VDOT)

From: Rhonda Toussaint [Rhonda.Toussaint@governor.virginia.gov]
Sent: Thursday, February 21, 2013 12:41 PM
To: Simms, D. E. 'Renee' (VDOT)
Subject: Douglas Edward Hall CRM:0036191

Please prepare and send me a draft response to the constituent letter on behalf of the Secretary. When you send the response to me, please do so without changing the subject line.

(CRM Case Record: C13-88441-X5B5G4)

Follow Up By: 2/28/2013 12:00 AM

Street Address 1: 2560 Robert Fenton Road

Street Address 2:

Street Address 3:

City: Williamsburg

State: VA

Zip: 23185

Phone Number(s):

757-903-4611

Fax Number:

E-mail Address(es):
usafewo@yahoo.com

----- Original Message -----
From: Douglas Edward Hall
Received: 1/8/2013 9:59 AM
To: yy EadPortalGovCr
Subject: Hampton Roads Transportation Priorities

Governor McDonnell: I'm sure you are aware that the Hampton Roads area is in urgent need of transportation upgrades. I'm writing to strongly urge you to place the widening of I-64 from Newport News to Richmond as the top transportation priority for the state. I-64 is the primary transportation corridor to connect the port facility and the numerous military bases in Hampton Roads with Richmond, Washington, D.C and the rest of the nation. The congestion on I-64 has become terrible and something needs to be done sooner rather than later. I know VDOT has indicated widening the I-64 corridor is part of their long-range plan. However, waiting years

APPENDIX H: COMMENTS ON THE DRAFT EIS

for this long-range plan to come to fruition is totally unacceptable. This problem needs to be addressed NOW! I'm requesting your guidance to VDOT to move this project up on their planning timeline to get some action before this area gets totally clogged down in a daily gridlock. Thanks very much for your hard work and concern on behalf of the people of Virginia! Sincerely, Douglas E. Hall

I-64 Peninsula Study

From: Michael Halladay [mihalladay@gmail.com]
Sent: Wednesday, January 02, 2013 2:43 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing
Attachments: I-64 CIM MHalladay input0001.jpg; I-64 CIM MHalladay input0002.jpg

To Whom It May Concern - I attended the public information meeting held in Williamsburg on December 11, 2012, and wish to submit the following comments for the record:

1. I believe all appropriate issues have been adequately addressed, and hope that a build alternative can move forward quickly - even though I recognize that funding is not yet identified for this project.
2. I believe some combination of general purpose lanes on inside / outside of the existing lanes is the most appropriate alternative. Managed lanes do not make sense in this primarily rural area, in my opinion. I do NOT believe that the no-build alternative will meet needs; and urge that action be taken as soon as feasible to widen I-64.
3. If tolling is necessary to achieve initiation of the project in the short term, I support this, and would urge that full electronic tolls be used (i.e., no stopping at tollbooths.)

I found the displays and data available at the meeting very useful. Further, I would like to provide the following thoughts, which I also had shared at an earlier stage in the project development:

I have lived in James City County, Virginia, for about 3 years, after retiring from our previous home in Arlington, Virginia. I read about the upcoming public hearings on the I-64 Study in the Virginia Gazette, but unfortunately will be traveling when those meetings are held and cannot attend. I would like this email to be considered as my comments and input to the study. I found the 'Comment Form' on your website, and have attached scanned copies of my comments.

I would like to reiterate my key concern: the current 2-lane each-way configuration is grossly inadequate for capacity and safety reasons. The sections I travel regularly experiences decreased levels of service at just about any time of day, which is especially aggravated when freight trucks have to move to the left lane to pass slower-moving traffic. I also regularly travel the I-95 sections between Richmond and Washington, DC, and the 3-lane cross section is vastly superior in maintaining flow of traffic and increasing safety of vehicle maneuvers. I urge the study leaders to heavily weight the value of capacity and safety increases which would result from a 6-lane configuration from Newport News to the I-295 intersection at MP 200.

Michael Halladay
3037 Heritage Landing Road
Williamsburg, VA 23185

757-345-2796 (home)
MLHalladay@gmail.com

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: paul h [paulhogge@hotmail.com]
Sent: Sunday, November 11, 2012 7:36 PM
To: I-64 Peninsula Study
Subject: I-64 Peninsula Study: CIM2 Comments
A concerned citizen,

Please consider adding an express lane and toll that only for the I-64 expansion.

Why would you toll everyone when the interstate is paid for. Only toll the new road, and make the new road separate from the existing interstate. We could use an option of choosing the existing interstate that is free or choose this new option of express interstate and pay a toll.

There needs to be an option of using the existing interstate I-64 for free and using this new expanded or new portion of I-64 as a toll.

Thank You,,

Paul Hoggard

From: Mike Homer [wedrive08@yahoo.com]
Sent: Friday, November 30, 2012 12:03 PM
To: I-64 Peninsula Study

Subject: NO NEW TOLLS

How much are you willing to pay for a gallon of milk?As a truck owner we already pay fuel tax on every gallon of fuel.We pay road use tax on every mile we drive in every state.We pay heavy use tax yearly.And we pay extremely high tolls on exsisting toll roads.You want to know how we cover all this?We raise the price we charge to deliver the food to the stores,We raise the price we charge to deliver the clothes to the stores,We raise the prise we charge to deliver the gas to the gas stations,We raise the price we charge to deliver the wood to the mills so we can raise the price we charge to home depot to haul the finished wood so they can charge you more to build your deck,and so on so forth!The trucking industry is about out of profit margin.How many tolls do you need to get to Norfolk?If you come from the north you pay to get across the bridge.From west the new 460 is getting under way,They're trying to get tolls on I-95 south of us.And now I-64!If i didn't know better i'd think i was in yankee land. Mike,virginia USA

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: david.kendle [mailto:david.kendle@cox.net]
Sent: Tuesday, December 11, 2012 7:04 PM
To: Nies, Nicholas
Subject: I-64

Dave Kendle
121 alexander walker
Williamsburg
757-645-7026

Sir,

I am ready to go with any plan that adds lanes and coaleses the biggest consensus. Tolls don't bother me.

I am curious to see a diagram of what a new interchange would look like for Exits 234, 242, and 250. They all share the same issue of scary short acceleration lanes that seemed outdated even when I moved here in 1978.

Thanks,

Dave

From: Joyce Looney [wildcat1748@yahoo.com]

Sent: Friday, November 30, 2012 2:22 PM

To: I-64 Peninsula Study

Subject: Public Hearing Comments: I-64 Peninsula Study

Regardless of whether these routes are or are not approved in this proposal and regardless if they are passed or not...I will not use this road. I am sick and tired of "TRUCKERS" being forced to pay for the entire cost of any road. We are already paying enough taxes in fuel tax, road tax and highway use taxes. These proposed improvements are for roads that have never been "TOLL" roads. The citizens have more than paid for these FREE roads. I am an independent truck driver and I will not run to Hampton. I do have other choices. The cost to the companies and drivers only makes freight go up and that in turns raises the price the companies charge the consumer. Double taxation is unfair to truckers. Tolling free roads is not the way to fix roads.

With OOIDA and other organizations, this proposal will be in limbo for years, with the courts deciding in the end. This is a waste of time and money. If the state would stop doing "studies" and take the fuel tax and put it towards road improvements, this problem would stop. The amount of money spent for the "big wigs" keeps going up and the public continues to pay the price.

APPENDIX H: COMMENTS ON THE DRAFT EIS

1987 Coggin Street
Petersburg, VA 23805-2055
November 28, 2012

Nicholas Nies
Project Manager
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219

SUBJECT: **October 2012, "Interstate 64 Peninsula Study – Draft Environmental Impact Statement (DEIS)"**

Dear Nicholas Nies:

In reference to your **October 2012, "Draft Environmental Impact Statement (DEIS)"**, I think the more additional-lanes we have for this project the better-off the Peninsula, and Hampton Roads will be in the long-run [for the next forty (40) years]. Therefore I suggest we create two (2) addition lanes in each direction [amounting to four (4) eastbound lanes, and amounting to four (4) westbound lanes] amounting to a total of eight (8) lanes for the I-64 middle-sector [between Exit 200 at I-295 in Henrico, Virginia; and Exit 255 at Jefferson Avenue in Newport News, Virginia].

My home telephone number is (804) 733-7309.

Thank you in advance for your assistance.

Sincerely,

Isaac Lynch, Jr.

cc: Calvin L. Scovell III, Inspector General
Office of the Inspector General (OIG)
U. S. Department of Transportation (DOT)
1200 New Jersey Avenue, S.E., 7th Floor
Washington, DC 20590

From: Phoenix Malizia [phoenixmalizia@yahoo.com]
Sent: Thursday, December 06, 2012 1:29 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing Comments
To whom it may concern:

I have many years of experience traveling between Hampton and Richmond. It is my humble opinion that the section of I-64 that needs to be focused upon is the area west of Exit 255 (Jefferson Avenue). When one travels beyond Exit 255, I-64 changes from having three lanes of traffic plus an HOV lane, down to just two lanes of traffic. There is a horrible bottleneck there at every rush hour, as well as virtually all day Saturday and Sunday during the summer.

I-64 needs to be at least three lanes wide, extending at least as far west as the Rte. 199 interchange at Exit 242; I think this would buy us a good 15 years before it started to feel congested again. Of course, if you did make it four lanes instead of three, you'd probably be buying us at least an additional decade beyond that.

Sincerely,
Phoenix Malizia
323 Nancy Drive
Hampton, VA 23669
(757) 897-9075

PhoenixMalizia@yahoo.com

APPENDIX H: COMMENTS ON THE DRAFT EIS

Page 1 of 1

I-64 Peninsula Study

From: Michael Miner [treasmtn@hotmail.com]

Sent: Thursday, January 03, 2013 8:36 AM

To: I-64 Peninsula Study

Subject: I -64 location public hearing comments

Alternative 5. eventually Americans that commute to work will have to carpool because of costs associated with owning/operating a car and insurance rates that won't be affordable. this is a wonderful opportunity to get managed lanes constructed and tolling ready for what will become more and more common (paying a fee to drive somewhere) I personally do not commute on this corridor but use it to get to the mountains, and think it is a pretty drive with all the greenery. Cutting into the median for the required space will not diminish the beauty as there will still be trees between the east and west lanes.

in situations where the cut into the median will require a slope back, please consider planting native shrubbery and wildflowers that bloom in their season, but DON't plant grass that is boring, boring , boring to see.

Mike Miner

1/3/2013

From: David Obermark [littledavidobermark@gmail.com]
Sent: Thursday, December 06, 2012 6:13 PM
To: I-64 Peninsula Study
Subject: I-64 Peninsula Study: Public Hearing Comments

My name is David V. Obermark and I own Little David Transport, a trucking company operating out of Virginia Beach. I wish to comment on the proposal to toll I-64 from Richmond to Hampton.

What is Virginia trying to do, choke off all economic growth in the Tidewater Area? Tolls have an adverse impact on the economies in areas which are subjected to heavy tolls. The fairest, most efficient way to raise additional revenue for transportation improvements, if such revenue is needed, is to raise the fuel tax. If there is no political stomach to raise the fuel tax, then I would suggest it would be better for the Tidewater economy if we just left bad enough alone and lived with the congestion rather than subjecting more of the transportation lifelines which our region's economy depends on to tolls.

I would like to suggest that all citizens of Virginia benefit from the revenue raised from the ports in Tidewater, and all citizens will suffer if our ports become less competitive relative to other East Coast ports due to all the tolls that are going to soon go into affect or which are being considered.



APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Kate O'Hagan [mailto:kohagan@yahoo.com]
Sent: Monday, January 07, 2013 10:18 PM
To: I-64 Peninsula Study
Subject: I-64 Expansion from 95 to Hampton

Hi and Happy New Year! Lets make 2013 the year I-64 gets expanded.

One of the greatest opportunities for economic growth in Virginia lies between its most populous city and its capital. The congestion is stunningly bad on an average day. If there is an accident the entire roadway is shut down.

It is a vital artery and its needs to be opened. Virginia needs to tell the world that it is open for business. The military cannot carry our water forever. Such an artery would generate enormous economic benefit.

Also, opening this up would hopefully end the need for three little dinky airports in the region. The lack of good service greatly hampers the ability of the region to attract new companies.

Opening up i-64 into a true superhighway could mean that air traffic gets consolidated at RIC. If that happens, then Southwest, and other nationwide carriers would provide the citizens of the region more non-stop flights to major cities throughout the US and possibly the world.

Perhaps you could consider the impact of Raleigh Durham Airport on the entire region. That is a great comparable to see the need for a consolidation of airports but connected by superhighway. I lived there. There was a non stop to London. Non stops to Chicago. Non Stops to Phoenix.

Please consider these thoughts in your study.

Thanks.

Kevin O'Hagan
O'Hagan LLC

kohagan@ohaganlaw.com

From: Carl Parra [cparra@englandertransport.com]
Sent: Thursday, November 29, 2012 3:17 PM
To: I-64 Peninsula Study
Subject: "I-64 Peninsula Study: Public Hearing Comments"
oppose efforts to convert non-tolled roads into toll facilities, we already pay to much taxes!!!!

--
Carl Parra

General Manager
Englander Transport Inc.
434-929-3321
434-929-6400 fax

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: AV41198@aol.com
Sent: Sunday, December 09, 2012 5:46 AM
To: I-64 Peninsula Study
Subject: 64

PLEASE! It's overdue and need so to be done ASAP!

Rev. Anthony Proctor
 Administrative Pastor
 Greater Bethlehem Christian Assembly
 360 Ivy Home Road
 Hampton, Virginia 23669
 gbcassembly.org

Simms, D. E. 'Renee' (VDOT)

From: Rhonda Toussaint [Rhonda.Toussaint@governor.virginia.gov]
Sent: Tuesday, April 02, 2013 10:22 AM
To: Simms, D. E. 'Renee' (VDOT)
Subject: Gregory L. Roberts CRM:0036263

Please prepare and send me a draft response to the constituent letter on behalf of the Secretary. When you send the response to me, please do so without changing the subject line.

(CRM Case Record: C13-104060-Y6X4S0)

Follow Up By: 4/8/2013 12:00 AM

Street Address 1: 2218 Buckingham Green

Street Address 2:

Street Address 3:

City: Newport News

State: VA

Zip: 23602

Phone Number(s):

757-968-5660

Fax Number:

E-mail Address(es):
 gldm4robs@verizon.net

----- Original Message -----
From: Gregory L. Roberts
Received: 1/25/2013 9:07 AM
To: yy EadPortalGovCr
Subject: Freeway Expansion (Newport News-Williamsburg)

Governor, I live in the congested "Hampton Roads" area and leaving or entering this area can be a job traveling on Interstate 64 between Newport News and Williamsburg. There are several accidents that lead to death in some cases, because of the two lane configuration on this stretch of highway. Traffic in some cases comes to a standstill due to these accidents/fatalities. The reason this stretch needs to be widened is Ft. Eustis, state attractions (historic/scenic), shopping and other attraction such as Busch Gardens and Water Country. This stretch of highway is highly traveled by trucks and if you throw in the mixture of people moving slow because they are on



APPENDIX H: COMMENTS ON THE DRAFT EIS

their cell phones, the un-educated driver who refuses to move from the fast lane and enormous amount of traffic and you have a recipe for disaster. A freeway widening project needs to be funded and enacted as soon as possible, because the amount of drivers in this area is growing and the pressure valve (so to say) is about to blow a gasket.

2

From: John Jay Schwartz [jjschwartz@havesitewilltravel.com]
Sent: Monday, November 12, 2012 12:36 PM
To: Napier, Patsy G.
Subject: I-64 Public Hearing Notice

Please include me in these mailings, updates etc. Thanks I plan on attending december 13.

John Jay Schwartz, MCR, RPA
804-740-1555
VCU's 1st Ultimate RAM
www.HaveSiteWillTravel.com

Please excuse Blackberry typos!!!

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Rosanne Shalf [mailto:jrshalf@gmail.com]
Sent: Monday, November 19, 2012 7:08 PM
To: Richmond Info (VDOT)
Subject: tolls versus gas tax

Name: Rosanne Shalf

E-mail Address: jrshalf@gmail.com

COMMENT

I strongly urge you to adopt gas tax increases indexed to inflation rather than tolls on the interstates.

Locality Selected --

Hanover

From: Bart Singer [bart.a.singer@hotmail.com]
Sent: Wednesday, December 26, 2012 2:32 PM
To: I-64 Peninsula Study; nnies@wrallp.com
Cc: bart.a.singer@hotmail.com
Subject: I-64 Location Public Hearing Comments
To whom it may concern;

Unfortunately, I was unable to personally attend the public hearing in my area on December 11th. However, I did look through the materials posted online and would like to provide some comments.

First, I'd like to express my appreciation for making the materials available online and for allowing comments to be submitted through email.

There was a great deal of detail in the environmental impact statement. I cannot think of additional topics that should have been addressed. I am not familiar with the analysis methods used for making the predictions, but I assume that they are standard approaches used. I would have liked more explanation of the meaning of the analyses. There appeared to be detailed discussion only for those areas where some threshold levels were exceeded that required mitigations.

My instinctive preference is that no major changes be made. However, the predictions presented indicate that the situation will get increasingly worse. Hence, my preferred alternative involves more use of managed lanes. Currently I carpool several days each week with our usual route stretching from Lightfoot (234) to Victory (256). Although there is an HOV lane for a portion of the ride, the length of the HOV lane along our commute is too short and would require too many lane changes over a short distance to make it useful most of the time. If an HOV lane were available for a longer stretch of the road, we would probably use it much more often.

I am opposed to having tolls on the interstate. Depending upon the cost of the tolls, my carmates and I would consider looking for alternative routes.

Thank you for the opportunity to provide input.

Bart Singer
bart.a.singer@hotmail.com

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Philip Underwood [punderwoods@gmail.com]
Sent: Thursday, November 29, 2012 5:44 PM
To: I-64 Peninsula Study
Subject: Toll (tax) roads

Dont you think we owner ops pay enough in taxes. Use the money for what it was designed for instead of everything else. Politicians!!!!!! Once they get the hand in your door.... they try and get the rest of it in.

From: Bev Walker [bevwalker@verizon.net]
Sent: Monday, December 17, 2012 4:39 PM
To: I-64 Peninsula Study
Subject: I-64 widening

We are taxed to the brink and then you want to add tolls on to the roads! I say you realign and use the tax money you already get for the roads! This state is ridiculous with its taxing. It will do you no good to open more lanes and then slow them down again with tolls.

The city, state and federal government has to realize people are losing the battle out here. Our cost of living continues to go up without raises in pay. In fact more of are losing our jobs. Utilities continue to go up, and add on taxes. Oh and now we pay for the delivering of gas and water. Often more for the delivery than the actual gas used!

STOP!!!!!! It is too much!
No Tolls!!!!

APPENDIX H: COMMENTS ON THE DRAFT EIS

To: I-64 Peninsula Study Team

January 4, 2013

On behalf of the Williamsburg Area Council of Garden Clubs (WACGC)* Civic Beautification and Conservation Committee, I am writing to state our opposition to the widening of Interstate 64 in the Historic Triangle Area which consists of James City County and a portion of upper Bruton District of York County.

We commend VDOT on their thorough I-64 Peninsula Study. I along with several other Committee members attended your public hearings and spoke with several representatives of the study team. Your information was excellent and well presented.

The Committee strongly feels that virtually any of the proposed "alternative build" plans by VDOT would severely disturb the green spaces in the medium and the woodlands along the shoulder and would not be in the best interest of the area's environmental issues. We have a great concern that the need to protect our wetlands that support the Chichahominy and York Rivers by far outweighs any of the other expressed rational for widening I -64 at this juncture. The Committee is suggesting instead that alternative routes be utilized and improved through our historic district. In the event that one of the plans is selected, we would agree that as much "green" space should be preserved as possible or replaced if and when any is destroyed during the construction phase.

Marijane Harper, President donmiharper@verizon.net 757-565-7855
Williamsburg Area Council of Garden Clubs

*WACGC comprised of members of the following clubs:

- | | |
|---------------------------|--------------------|
| Berkeley GC | Governor's Land GC |
| Brandon Woods GC | Green Spring GC |
| Colonial Heritage | Holly Hills GC |
| Dogwood GC of Queens Lake | Kingsmill GC |
| Ford's Colony GC | Toano GC |
| Governor's Land GC | Williamsburg GC |

From: Donald Harper [mailto:donmiharper@verizon.net]
Sent: Sunday, January 06, 2013 6:15 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing Comments

On behalf of the Williamsburg Area Council of Garden Clubs (WACGC)* Civic Beautification and Conservation Committee, I am writing to state our opposition to the widening of Interstate 64 in the Historic Triangle Area which consists of James City County and a portion of upper Bruton District of York County.

We commend VDOT on their thorough I-64 Peninsula Study. I along with several other Committee members attended your public hearings and spoke with several representatives of the study team. Your information was excellent and well presented. The Committee strongly feels that virtually any of the proposed "alternative build" plans by VDOT would severely disturb the green spaces in the medium and the woodlands along the shoulder and would not be in the best interest of the area's environmental issues. We have a great concern that the need to protect our wetlands that support the Chichahominy and York Rivers by far outweighs any of the other expressed rational for widening I -64 at this juncture. The Committee is suggesting instead that alternative routes be utilized and improved through our historic district. In the event that one of the plans is selected, we would agree that as much "green" space should be preserved as possible or replaced if and when any is destroyed during the construction phase.

Marijane Harper, President
Williamsburg Area Council of Garden Clubs
*WACGC comprised of members of the following clubs:
Berkeley GC Governor's Land GC
Brandon Woods GC Green Spring GC
Colonial Heritage Holly Hills GC
Dogwood GC of Queens Lake Kingsmill GC
Ford's Colony GC Toano GC
Governor's Land GC Williamsburg GC

APPENDIX H: COMMENTS ON THE DRAFT EIS

3308 North Prospect Street
Colorado Springs, CO 80907

Nicholas Nies
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA. 23219

11 December, 2012

EIS: 20120349

Dear Mr. Nies,

Interstate 64 Peninsula Study Comment

Having lived for twelve years in the Hampton Roads area of Virginia during the 60's and 70's, and after recently visiting, there is a definite need for improvements along the Interstate 64 corridor from Richmond to Hampton. The interstate has grown considerably over the years from a two lane highway to the present situation in where there are as many as four lanes along various stretches of the corridor. However, the volume of traffic has increased to the point where the existing roadways are inadequate, causing extreme congestion issues, safety concerns due to the aging design, structural deficiencies, and crash rates which exceed the statewide averages in many areas compared to similar roadway systems (Va. Dept. of Transportation 2012). Many of the suggested improvements in the no-build alternative of the Interstate 64 Peninsula Study, including enhancing existing transit options, encouraging commuters to carpool/vanpool through educational campaigns, and promotion of staggered work hours and/or telecommuting would be ideal, nonetheless this only addresses a fraction of the traffic volume. The inadequate roadway capacity hinders military troops and supply between facilities as well as freight traffic which is expected to increase by 50% due to expansion and improvement from the port of Virginia (Cambridge Systematics 2010).

After reading the Interstate 64 Peninsula Study, as part of the draft environmental impact statement, I support Alternative 3 for a variety of reasons. Alternative 3 offers flexibility in reversible and managed lanes, increase in general purpose lanes, and minimal impact to the environment as compared to alternatives 1A/1B and 2A/2B. Currently at Metropolitan State University of Denver, I am studying Conservation Biology, Invertebrate Zoology, and Botany, and have become critically aware of the decline in populations of both plants and animals on all levels from state to global. Although the human population continues to grow and expand into every corner of the planet that can not be said for most other living organisms, especially those that have to share space with people. Alternative 3 has an area foot print at the widest section, between exit 258 and 264, of approximately 177 feet. Alternatives 1A and 2A have an area footprint of approximately 208 feet in that section and a much higher area footprint in the other sections of the corridor (Cambridge Systematics 2010). This footage difference of 31 feet or greater depending on the section of roadway will directly affect endangered or threatened species or habitats along the various sections of interstate roadway. This does not include the increased amount of construction disturbance that will take place if an alternative that includes widening is chosen (Va. Dept. of Transportation 2012).

There are several state and federal threatened and endangered species that could be potentially affected by the expansion and improvement of the I64 corridor. Among these are the Loggerhead sea turtle, Small whorled pogonia, Swamp pink, Piping plover, Sensitive joint-vetch, and the Atlantic sturgeon which are on the federal threatened and endangered species list (Townsend 2009; Roble 2010). There are also many species that are on Virginia's state threatened and endangered list. Some of these species are in the immediate vicinity of the project corridor and will require special coordination between agencies to protect them. Keeping the interstate as narrow as possible while still achieving the goals necessary will help to maintain and preserve the various species habitat and therefore the populations. By widening the roadway the construction area expands as well, increasing the potential to affect threatened or endangered species or habitats along the project corridor.

Another advantage that alternative 3 has over 2A and 2B is managing and reversibility of the lanes as opposed to tolling all lanes. By choosing managing the lanes over tolling them you keep more of the traffic on the interstate and off of the side roads. The diversions created by implementing tolls would cause increased congestion on side roads, potential disturbance of more plant and animal species than already exists in the newly exposed sections of road, and increased emissions due to lower speeds and higher traffic volumes on the alternate route taken. Both Alternatives 1A/1B and 2A/2B have proposed typical sections that show 12-foot wide travel lanes along with 12-foot wide shoulders on both the outside and median side and based on the conceptual engineering performed for less than 10% or 13 miles of the 150 mile I-64 corridor (75 miles in each direction) may require additional right of way for the mainline widening improvements. Based on the conceptual engineering performed for Alternative 3, approximately 2%, or 3 miles may require additional right of way for the mainline widening improvements (Va. Dept. of Transportation 2012). There is a difference of approximately 10 miles between Alternative 3 and the other proposed alternatives of potential mainline widening improvements. Any amount of habitat that can be left undisturbed is significant with regards to threatened or endangered species or habitats.

All of the Build Alternatives have the potential to affect threatened or endangered species or habitats along the corridor and although ideally the No-Build Alternative would create the least disturbance of the areas in question, the Interstate 64 corridor must be improved to meet the growing concerns for travelers along the corridor. Given the anticipated traffic volume increase and the number of roadway deficiencies throughout the corridor due to wear and tear on the corridor infrastructure, improving and expanding the roadway is essential. I believe that Alternative 3 offers many benefits that the other four alternatives lack and will potentially affect the least amount of threatened or endangered species or habitats of all the alternatives that have been proposed in the environmental impact study. Thank you for your consideration in this very important matter.

Sincerely,

Kelly Wise
kwise5@msudenver.edu
719-330-9552

APPENDIX H: COMMENTS ON THE DRAFT EIS

References

Cambridge Systematics, Inc. 2010. Interstate 64 Multimodal Corridor. Virginia Statewide Multimodal Freight Study, Final Report:
http://www.vtrans.org/resources/VSMFIS-II_I64.pdf

Roble, S. 2010. Natural Heritage Resources of Virginia: Rare Animals. Virginia Department of Conservation and Recreation:
http://www.dcr.virginia.gov/natural_heritage/documents/anlist2010.pdf

Townsend, J. 2009. Natural Heritage Resources of Virginia: Rare Plants. Virginia Department of Conservation and Recreation:
http://www.dcr.virginia.gov/natural_heritage/documents/plantlist09.pdf

Virginia Department of Game and Inland Fisheries. 2011. Special Legal Status Faunal Species in Virginia:
<http://www.dgif.virginia.gov/wildlife/virginiatescspecies.pdf>

Virginia Department of Transportation. 2012. Alternatives Development Technical Memorandum:
http://www.virginiadot.org/projects/resources/hampton_roads/64_deis/Alternatives_Development_Technical_Memorandum_10-25-12.pdf

From: Terence at CRS [twehle@crswebsite.com]
Sent: Wednesday, December 12, 2012 8:30 AM
To: I-64 Peninsula Study
Subject: I 64 Location public hearing
An immediate and inexpensive solution to traffic congestion:

I would recommend "stay in right lane except for passing" and/or "trucks in right lane only except for passing".
This works very well along a number of highways on the east coast.

One slow motorist in the left lane on 64 can cause dangerous conditions and a long back up.
Two trucks, side by side, cause long backups as well and limit visibility.
A slow truck in the left lane is dangerous to pass on the right because the truck driver can't see you well.

Thank you!

Terence Wehle
412 Harriet Tubman Drive
Williamsburg VA 23185



APPENDIX H: COMMENTS ON THE DRAFT EIS

Page 1 of 1

I-64 Peninsula Study

From: Loghertrucker28 [loghertrucker28@gmail.com]
Sent: Tuesday, January 01, 2013 5:15 PM
To: I-64 Peninsula Study

I am opposed to more tolls. Truckers are already paying more than their share of road tax!!!

Sent from my U.S. Cellular® Smartphone

[Faint, illegible handwritten text]

1/2/2013



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

183

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

- General purpose lanes widening to the outside
- General purpose lanes widening to the inside
- Full toll lanes widening to the outside
- Full toll lanes widening to the inside
- Managed lanes

None of the above.

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Somewhat. Need Keys similar to maps.</i></p>	<p>7. What other information would you like to know? _____ _____ _____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>4. Contract oversight must be strict with requirements specifically stated. Strict timelines with incentives/penalties for contractors and development.</i></p> <p><i>5. Focus improvement on High congestion areas. If only portions can be developed because of monies, focus on area improvements from Jefferson Ave (Hampton) past Williamsburg.</i></p> <p><i>6. Address the HRBT. Widening I-64 is mute if you do not address the HRBT crossing/bottleneck. They go hand and hand. HRBT is the reason I-64 backs up due to inability to cross. It's a public safety issue as well. Even with all lanes redirected west bound, in the event of a Hurricane evacuation, those 4 lanes are not enough to handle traffic. People would die.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Robin Amick</i> Email: <i>arnoldamick@hotmail.com</i></p> <p>Address: <i>204 Powhatan Secondary Williamsburg, Va 23188</i> Phone: <i>(757) 229-0487</i> <i>cell (757) 869-8178</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

2013

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

NONE of the ones listed.
 Feel your study is incomplete and requires additional alternatives.

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Somewhat. A key is required to explain, Reference Keys used on maps.</i></p>	<p>7. What other information would you like to know? <i>- Timelines</i> <i>- Courses of Action's</i> <i>- Contract specifications</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>1. <i>Believe your Courses of Action (i.e. alternatives) are incomplete and inadequate. Do not fully meet requirements of Va. residents. Additional Business Analysis is required.</i> <i>- Point = anything less than 3 to 4 lanes both in East & West bound would continue to exacerbate the issue and not solve congestion problems. Continue to create bottlenecks.</i> <i>Recommend additional discussion and review.</i></p> <p>2. <i>NO Tolls or New Taxes! Utilize funds already taxed and focus on taxes on this area instead of sending them to address building in Northern Va.</i></p> <p>3. <i>HOV lane or HOT lanes will not solve congestion and will cause additional confusion/problems.</i> <i>KEEP IT SIMPLE! 4 lanes each side from Jefferson Ave to I-95.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Robin Amick</i> Email: <i>arnoldamick@hotmail.com</i> Address: <i>204 Powhatan Secondary Williamsburg, Va 23188</i> Phone: <i>(757) 229-0487</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

383

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

none of the ones listed.
Need more options.

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>7. <i>KISS! KEEP it simple Silly.</i></p> <p><i>a. No Buslanes HOT lanes</i></p> <p><i>b. No HOV lanes</i></p> <p><i>c. 3 to 4 lanes both East+Westbound from Jefferson to Richmond</i></p> <p><i>nothing fancy, just lanes</i></p> <p><i>d. No new taxes</i></p> <p><i>e. no Easy Pay</i></p> <p><i>f. address the HRBT which is one of the main reasons it backs up.</i></p> <p><i>g. address the most congested areas first.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Robin Amick</i> Email: <i>arnoldamick@hotmail.com</i></p> <p>Address: <i>204 Powhatan Secondary Rd</i> Phone: <i>(757) 229-0487</i></p> <p><i>Williamsburg, Va 23188</i> <i>(757) 869-8178</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?
Both issues because they are both vital to Hampton Roads area. Natural Resources and historical properties need to be considered and not disturbed for many progress.
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

General purpose lanes widening to the inside *Do not destroy the median !!!*

Full toll lanes widening to the outside

Full toll lanes widening to the inside

Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
- 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?

Yes No

If kept to a reasonable level. No !!!

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Displays are very useful and easy to understand. Color helps as well!

7. What other information would you like to know?
[Handwritten scribble]

Please provide any additional comments you would like the study team to have.
[Handwritten scribble]

Please provide your name and address (optional)
 Name: *Nancy Anderson* Email: *nanderson92@verizon.net*
 Address: *6 Saxon Lane* Phone: _____
Newport News, VA

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation
INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING **COMMENT FORM**

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No *It is needed*

3. 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?
 Yes No
If necessary - and traffic doesn't have to slow to pay

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>very useful</u></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>I have driven this corridor for almost 30 yrs traffic has increased exponentially. At peak times lanes are bumper to bumper and HOV lanes are still not used. Major interchange problems are Ft Hustis & Rt 199 (both) as well as Camp Pearry at times. I live off Rt 60 in New Kent and have concerns of that being bypass to tolls.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>CONNIE BENNETT</u> Email: <u>conmarcbennett@aol.com</u></p> <p>Address: <u>15511 RIVER BEND TR</u> Phone: _____ <u>LANEXA, VA 23089</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside] **EITHER WILL BE FINE**
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes
 A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No] **I-64 MUST BE IMPROVED/WIDENED.**
- 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?
 Yes No] **TOLLS IS JUST ANOTHER NAME FOR "TAX". I WOULD PREFER TO PAY HIGHER GAX TAX.** (Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>VERY GOOD</u></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>I-64 NEEDS TO BE IMPROVED AS SOON AS POSSIBLE!</u> <u>I DRIVE I-64 EVERY DAY. PARTICULAR AREAS THAT NEED IMMEDIATE IMPROVEMENT:</u></p> <ul style="list-style-type: none"> • <u>FORT EUSTIS INTERCHANGE (IT SEEMS LIKE THERE IS AN ACCIDENT EVERY DAY)</u> • <u>I-64 WB NEAR JEFFERSON... WHERE 5 LANES NECK DOWN TO 2 LANES. BACK-UPS CAN SOME TIME LAST 20 MINUTES TO GO 2 MILES.</u> 	
<p>Please provide your name and address (optional)</p> <p>Name: <u>STEVE CHAPIN</u> Email: <u>STEVE.CHAPIN75@gmail.com</u></p> <p>Address: <u>221 YORKSHIRE DR</u> Phone: <u>540.529.8536</u> <u>WILLIAMSBURG, VA 23185</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glén Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 - Yes
 - No

If not, what do you feel needs further study?

NEED TO BETTER ADDRESS COMMUNITY ISSUES

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside 1st CHOICE
 - General purpose lanes widening to the inside 2nd CHOICE
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 - Yes
 - No

3. 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?
 - Yes
 - No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>SOMEWHAT USEFUL</u></p>	<p>7. What other information would you like to know?</p> <p><u>MORE ABOUT WIDENING IN PHASES</u></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>NEED TO WIDEN FROM JEFFERSON TO LEE HALL ASAP.</u></p> <p><u>NEED TO IMPROVE EXITS ON/OFF RAMP IN HAMPTON AREA - TOO MUCH WEAVING</u></p> <p><u>HOW CAN I TRUST VDOT AFTER THE SEP 15th TRAFFIC-BLOCK INCIDENT?</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>MIKE CORLEY</u> Email: <u>CORLEYMICHAEL@AOL.COM</u></p> <p>Address: <u>100 WATER POINTE LN</u> Phone: <u>757-727-3458</u> <u>SMYTHFIELD VA 23430</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
3. 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?

Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
 VERY

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.
 TO PRESERVE THE CHARACTER OF THIS MAJOR GATEWAY INTO THE HISTORIC TRIANGLE, IT IS IMPORTANT THAT ANY WIDENING OF I-64 BE TO THE OUTSIDE. I LIVE FAIRLY CLOSE TO I-64 BUT DON'T OBJECT TO THE IDEA OF BRINGING THE INTERSTATE CLOSER TO MY HOME BECAUSE I KNOW THERE WILL SOUNDWALLS INCORPORATED TO MITIGATE THE NOISE IMPACTS.

Please provide your name and address (optional)
 Name: TIMOTHY CROSS Email:
 Address: 109 HOLLOWAY DRIVE Phone:
 WILLIAMSBURG VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>We need to as quickly as possible address this problem. This problem is not going away - it is only getting worse. The longer we wait to complete this project - the worse it is going to get. This traffic problem is not going away. It need be, overbuild the highway system - we will grow to it.</i></p> <p><i>Ex. Ohio transportation - highway system, prepares for future & future growth, constantly improving & growing system</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>B. Fields</u> Email: <u>BFields141@gmail.com</u></p> <p>Address: _____ Phone: _____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

Understand more in depth analysis will follow in subsequent phases.
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
- 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?

Yes No *(Hard sell!)*

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Fine, effective, very helpful</i></p>	<p>7. What other information would you like to know?</p> <p><i>Look forward to more detail on the geometrics and P.O.W. impact on the City Richmond portion.</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>I'm confident the general concern from the City will be focused on the ROW, take, and resulting impact on neighborhoods, businesses, churches, etc. As you move ahead, focus should be on mitigating these impacts, in order to gain support.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Thomas Flynn, PE, PTOE</i> Email: <i>thomas.flynn@tchm.com</i></p> <p>Address: <i>900 E. Broad, 7th floor</i> Phone: <i>804 646-3435</i> <i>Richmond VA 23219</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@vdot.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes
 NONE

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
3. 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?

Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
DIFFICULT TO UNDERSTAND

7. What other information would you like to know?
SEE BELOW

A major holdup for years has the Hampton Roads Bridge Tunnel and in summer it is almost impossible to plan departure on time from the Norfolk Airport. We have in the past resorted to the James River Bridge. In addition we have made arrangements to stay at a Motel overnight near the Norfolk Airport in order to catch an early flight.

Please provide any additional comments you would like the study team to have.
 Having been trapped on 64 between Newport News and Williamsburg, it becomes apparent that extra lanes would help. Usually local residents avoid 64 during high traffic times. Frequently, if possible we avoid 64 at hours when people are going to work or coming home in the evening. We have frequently gotten off of 64 if access to Jefferson or Warwick boulevard was available. Extra lanes leading to exits would help. It is possible that widening the road such as has been done through the lower part of Newport News and Hampton would probably be advisable. It is not known how much alleviation would be necessary near Richmond. However we have never experienced any holdups between Williamsburg and Richmond, and do not believe it is necessary to widen entire 64 at this time. Fix the Hampton Roads Bridge Tunnel, a 20 Year problem.

Please provide your name and address (optional)
 Name: Gordon T. Galow Email: raggalow@verizon.net
 Address: 296 East Queens Drive Phone: 757-2292558
Williamsburg, VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation
INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
LEVEL of SERVICE I-64 EAST FROM I-295 TO JCC line.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>Very Helpful</u></p>	<p>7. What other information would you like to know? <u>Cost per mile -</u> <u>Cost per Interchange</u></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>EIT WIDEN I-64 FROM JEFFERSON AVE. TO Rt 199. RE-BUILD FT. EUSTIS INTERCHANGE IMMEDIATELY.</u></p> <p><u>That will solve 90% of the problem!</u></p> <p><u>Cost \$220M - Save your billions!</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Chris Henderson</u> Email: <u>CRG7572@aol.com</u></p> <p>Address: <u>101 Keystone</u> Phone: _____ <u>Williamsburg VA</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside } combo
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
very useful

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.
Widening project should be broken/divided into 3 or 4 phases to increase chances to obtain funding. One phase at a time for example.

Please provide your name and address (optional)
 Name: *Michael King* Email: *mking@nngov.com*
 Address: *City of NN* Phone: *757-926-8074*

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
I FEEL SOUND HAS NOT BEEN MET. BARRIERS SHOULD BE A PART OF THE ENVIRONMENTAL IMPACT FOR HOMES LOCATED CLOSE THE HIGHWAY.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside *WILL NEED TO USE BOTH INSIDE AND OUTSIDE. TOLLS IS THE ONLY WAY TO MEET COST*
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>I FEEL TOLLS WOULD REQUIRE OTHER STATE RESIDENTS ASSIST IN PAY FOR HIGHWAYS TO AND FROM N.C. OUTER BANKS, AND LARGE TRUCKS WHO DO MOST OF THE DAMAGE ASSIST IN REPAIRS. VIRGINIA TAXPAYERS SHOULD NOT BE RESPONSIBLE FOR FULL COST OF CONSTRUCTION AND MAINTENANCE. FULL TAX WOULD HARDLY MAKE A DENT IN COST</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>BASCOON LEANSTER</i> Email: _____</p> <p>Address: <i>4224 CEDAR POINT LN</i> Phone: <i>757-966-4669</i></p> <p><i>WILLIAMSBURG, 23188</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

General purpose lanes widening to the inside

Full toll lanes widening to the outside

Full toll lanes widening to the inside

Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
 Fair - some were difficult to understand

7. What other information would you like to know?
 timeline if approved

Please provide any additional comments you would like the study team to have.
 I feel its important to keep the tree lined median along I-64 between Lee Hall - Richmond. Need to start in the areas - Newport News to exit 242 first, appears to be the congestion is the worst along that 12-15 mile area. Also important to notify residents of potential impact or loss of homes due to this project. (Right of Way Relocation)

Please provide your name and address (optional)
 Name: Andy Lunsford Email: aluns4d@gmail.com
 Address: 113 Low Ridge Road Phone: (757) 259-6869
 Williamsburg, VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation
INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING **COMMENT FORM**

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes
 I WOULD SUPPORT AN ENGINEER'S DECISION AS TO WHICH OF THESE 3 METHODS ARE HANDLES MOST TRAFFIC. WE NEED ADDITIONAL CAPACITY IN THE CORRIDOR.

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>VERY USEFUL & EASILY UNDERSTOOD</i></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>I PREFER WIDENING TO THE INSIDE UTILIZING THE MEDIAN TO FULL EXTENT.</i></p> <p><i>I WOULD LIKE TO SEE ARCHITECTURAL FEATURES USED TO DENOTE THE HISTORICAL SIGNIFICANCE OF CORRIDOR.</i></p> <p><i>PROVIDE RELIEF ON BRIDGE ABUTMENTS TO BE AT YORRTOWN - WILLIAMSBURG - SAGEMSTOWN.</i></p> <p><i>FUND IMPROVEMENTS WITH TOLLS AND ENERGY FEES. LET THE USER PAY FOR IMPROVEMENTS.</i></p> <p><i>FROM EXIT 231 I WOULD SUPPORT \$5 TOLL TO RICHMOND AND \$10 TOLL TO VA BEACH.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>CARL MASSIE</i> Email: <i>CARL.MASSIE@TSB-CORP.COM</i></p> <p>Address: <i>8644 MERRYDALE AVE ROAD VA 23166</i> Phone: <i>757-645-4870 EXT 202</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 - Yes No
 - If not, what do you feel needs further study?
IT APPEARS SO.
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes (HOV + TOLL IF POSSIBLE)

WHEREVER LAND AVAILABLE

FREEDOM OF CHOICE

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 - Yes No
- 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?
 - Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? VERY INFORMATIVE.</p>	<p>7. What other information would you like to know? NONE</p>
<p>Please provide any additional comments you would like the study team to have. GENERALLY OPPOSED TO TOLLS UNLESS IN ONE MANAGED LANE.</p>	
<p>Please provide your name and address (optional)</p> <p>Name: THOR S. PRYBYLA Email: isprybyla@cox.net Address: 5 PAGE PLACE Phone: 757 868-8412 POQUOSON VA 23662</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@vdot.com.</p>

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Yes helpful - but the displays of lane proposals could be larger.</i></p>	<p>7. What other information would you like to know?</p> <p><i>ARE Different designs safer for drivers/presence than others?</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>Keep the Medians - look better for tourists + for people thinking of moving their business to the area.</i></p> <p><i>Design toll booths for minimum delays.</i></p> <p><i>Make merging lanes easier to use.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>David Rex</i> Email: _____</p> <p>Address: <i>412 Hempstead Rd</i> Phone: <i>757-254-1989</i></p> <p style="margin-left: 40px;"><i>Wilkesburg, VA 23188</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

- Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
- 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>Very</u></p>	<p>7. What other information would you like to know? <u>Proposed or expected timeline</u></p>
<p>Please provide any additional comments you would like the study team to have.</p>	
<p>Please provide your name and address (optional) <i>Email only please</i></p> <p>Name: <u>Flave Rogers</u> Email: <u>flr@rogers@nngov.com</u></p> <p>Address: <u>500 Linden, # 5119</u> Phone: _____ <u>NW, VA 23060</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

 A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Very useful. I really liked the display that showed future traffic growth.

7. What other information would you like to know?
It would have been helpful to have some idea as to the cost of each alternative.

Please provide any additional comments you would like the study team to have.

Please provide your name and address (optional)

Name: *TAM Sheppard* Email: *TShep@cox.net*

Address: *131 Chingwapii Orch* Phone: _____
Yorktown, VA 23693

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?
It will affect a big impact on commercial vehicles and everybody else.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes
 no IA

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? OK</p>	<p>7. What other information would you like to know? Why we have HOV lanes but they are always closed those lanes should be open to create more opening for congestion</p>
<p>Please provide any additional comments you would like the study team to have. Find another way to find funds instead having tolls. Tolls is going to affect the trucking industry every citizen get tax on everything they own. Used that to fix the problem on this area. Instead putting tolls. Tolls are not the resolution.</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>TSRYAN SIMONS</u> Email: <u>CLASSIC_RT@hotmail.com</u> Address: <u>109 WATTS DRIVE</u> Phone: <u>757-272-5620</u> <u>Hampton, VA 23666</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No
3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Very</i></p>	<p>7. What other information would you like to know? <i>How quickly we can get key stages of the project started</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>1. As soon as possible begin widening from Jefferson Ave to Ft Fish's Blvd</i></p> <p><i>2. While inside (median) widening would probably work best in most areas, because around Williamsburg it may be best to consider outside lanes to keep the character of the area intact (between Busch Gardens and Croaker/Wagon)</i></p> <p><i>3. Total security of the 199 (Custer County End) interchange may be needed to avoid slower traffic merge on the incline</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Don Spooner</i> Email: <i>Spooner5@comcast</i></p> <p>Address: <i>104 Camelot Crescent Yorkton VA 23693</i> Phone: <i>757-291-9259</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

General purpose lanes widening to the inside

Full toll lanes widening to the outside

Full toll lanes widening to the inside

Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>James A. Strickland</u> Email: <u>Chartenest@comcast.net</u></p> <p>Address: <u>11804 Summer Stream Dr</u> Phone: <u>615-812-4640</u></p> <p style="margin-left: 40px;"><u>Richmond VA 23233</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p style="margin-left: 40px;">I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p style="margin-left: 40px;">If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p style="margin-left: 40px;">If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 - Yes No
 - If not, what do you feel needs further study?
 - _____
 - _____
 - _____

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 - General purpose lanes widening to the outside
 - General purpose lanes widening to the inside
 - Full toll lanes widening to the outside
 - Full toll lanes widening to the inside
 - Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

 - Yes No

3. 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?
 - Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
DISPLAYS ARE HELPFUL. SOME EXPLANATIONS OF THEM ARE LACKING IN CLARITY.

7. What other information would you like to know?
ADDITIONAL PROGRAMS VDOT WOULD/WILL IMPLEMENT IN THE INTERIM (PUBLIC EDUCATION, IMPROVED DYNAMIC MESSAGES, ETC.) THAT MAY FURTHER REDUCE CONGESTION, IMPROVE DRIVER AWARENESS, AND PROMOTE SAFETY, UNTIL CONSTRUCTION OF IMPROVEMENTS.

Please provide any additional comments you would like the study team to have.
SEE ABOVE.

Please provide your name and address (optional)
 Name: *MARK SWILLEY* Email: *swilleym@cox.net*
 Address: *119 SHERWOOD RD* Phone: *(757) 876-9206*
HAMPTON VA 23661

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation
INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Displays were very useful

7. What other information would you like to know?
*possible phase considerations
 possible time line beyond 2014
 from start to completion*

Please provide any additional comments you would like the study team to have.

Please provide your name and address (optional)
 Name: *Ryan Van Booven* Email: *Ryan.VanBooven@gmail.com*
 Address: *571 Diplomat Ct. Apt 2* Phone: *757-243-2821*
Newport News, VA 23608

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation
INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
*Can rail - both intercity & commuter - provide relief at levels that would reduce or eliminate road widening requirements?
 Can the project be phased to make it affordable w/o tolls? What are the most critical segments?
 If tolled, how will diversion to parallel roads be managed?*

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside - however, widening to the inside east of Exit 242 would be acceptable so would west of Exit 200
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No *But no one could tell me what the "projects currently programmed in VDOT's Six-Year Improvement Program" are.*

3. 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?
 Yes No *Perhaps, but would have to make a far, far better business case and a better deal if done as a PPTA than either ERT or 460 projects.*

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Graphics are OK as far as they go - should have side-by-side impact comparisons.

7. What other information would you like to know?
*• Rail options - intercity and commuter
 • Funding alternatives/options
 • Lifecycle costs of the alternatives
 • Are there blends of the options that make sense such as tolling only a portion of the facility?*

Please provide any additional comments you would like the study team to have.
Maintain the tree median between I-295 and Colonial Williamsburg/ Historic Colonial Parkway exit is important for tourism and to protect the experience entering one of Virginia's most significant tourist attractions.
It is more important to focus on I-64 and rail than US460
Need also to address significant problems with crossing capacity of Hampton Roads - HRBT, MMBT, JRB are significant choke points
The I-295/I-64 interchange (Exit 200) creates problems that causes delay along the WB mainline east of the exit.

Please provide your name and address (optional)
 Name: _____ Email: _____
 Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.
 I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.
 If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?
The information presented was very thorough, however it would be a good idea for VDOT to conduct a mass P: A presentation.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Very useful, although the layout and legend took some getting used to.</i></p>	<p>7. What other information would you like to know? <i>N/A</i></p>
<p>Please provide any additional comments you would like the study team to have. <i>Would welcome a public forum where VA residents are able to participate in a Q & A session following a VDOT seminar.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: _____ Email: _____ Address: _____ Phone: _____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes No
 If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

 A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes No

3. 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?
 Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>Somehat useful, but confusing and hard to follow.</i></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have. <i>Would like for a public forum be held for Virginia residents to participate in for a Q&A session following a VDOT seminar.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: _____ Email: _____ Address: _____ Phone: _____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>Yes</u></p>	<p>7. What other information would you like to know? _____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>Tolls are not appropriate because:</u></p> <p><u>① They consume oil unnecessarily</u></p> <p><u>② The pollute</u></p> <p><u>③ They create net new state employees who are required to breathe CO</u></p> <p><u>④ The revenue can be raised by simply increasing the gas tax.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: _____ Email: _____</p> <p>Address: _____ Phone: _____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

COMMENT FORM

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

General purpose lanes widening to the inside

Full toll lanes widening to the outside

Full toll lanes widening to the inside

Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No
3. 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?

Yes No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Very educational.

7. What other information would you like to know?

Good to read/learn about how the project would impact different land usages. ex. Historical Areas, Residential - battle-fields etc.

Please provide any additional comments you would like the study team to have.
Good story boards. Informative.

Please provide your name and address (optional)

Name: _____ Email: _____


Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.



STATE PROJECT: 0064-M11-002, P101
 LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside
 General purpose lanes widening to the inside
 Full toll lanes widening to the outside
 Full toll lanes widening to the inside
 Managed lanes - HOV preferred

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes No

3. 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?

Yes No

(Continued on the back)



APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

they were easy to read and understand

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

No tolls. Instead, the state needs to raise the gasoline tax that hasn't changed since the 1980s. Also, the priority must be adding lanes between Newport News and Williamsburg (exit 255 to 247 area) where bottlenecks and accidents occur regularly. Extension of the HOV lanes would be best. There's no need to widen 64 between Williamsburg and Richmond where congestion seldom occurs and no major development is planned that would change its rural nature.

Please provide your name and address (optional)

Name: _____ Email: _____

Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

**Virginia Department of Transportation
I-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript**

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

5:37PM **My name is Mary Jane Harper**, I'm a resident, M-A-R-Y J-A-N-E, Harper is H-A-R-P-E-R. I'm a resident of Williamsburg. I am in very much in agreement with Mr. Phil Richardson about there's certain areas about selling our ports to pay for roads; it is not a responsible thing to do. I believe military involvement could protect and direct our ports effectively. The funding provided for our roads should come from our federal government military budget. I'm not sure about the development of the inner lanes to support flow. I believe the possibility of the other, it could be the, possibly along the other, the exterior. I'm not sure about that, but I know there has to be more roadways; interior, exterior. But I'm, as a Garden Club member I want to protect the greens as much as possible, but um, nothing should be done from Richmond to Williamsburg until the problem areas are corrected. So, that's, that's what I'm summing up. That's all I'm saying right now, okay?

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 13, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 12, 2012
TIME: 5:00 PM to 8:00 PM
LOCATION: Newport News City Center
City Center Conference Room
Fountain Plaza II
700 Town Center Drive
Newport News, VA 23606
REPORTER: Ryan Glynn

6:45PM Okay, my name is Joyce Ingleson, J-0-Y-C-E Ingleson, 1-N-G-L-E-S-0-N, Newport News. Okay. Well, having looked at the whole project, obviously it's a huge project, but I think that initially one of the main sections should be the section from Jefferson Avenue to Fort Eustis Boulevard. That desperately needs to be widened. Not only have you got the traffic congestion, you also have quite a few accidents in that vicinity too. And I think once you get past Fort Eustis Boulevard the traffic thins out and I can't speak for the Richmond end. I really can't say, but the long stretch of rural area is probably not of crucial importance, but that one area from Jefferson Avenue to Fort Eustis Boulevard is very important, and that should definitely be a priority. Okay? That's it.

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 12, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

5:18PM I'm Joe Mann, M-A-N-N, J-O-E. I'm a Ph.D., yes. It doesn't count for anything. What else you want, address? I'll give it to you; 148 The Green, Williamsburg, 23185. Phone number 757-229-4633. Well, I think you just heard from Mr. Phil Richardson prior to my coming on board here, and let me just let you know that Phil and I have been working on this issue together for quite some time. We do a lot of things together, and we got involved initially with the proposal to sell the port way back when it was being talked about to sell to Goldman Saks and their investment bankers. We talked to Shawn Knaughton, secretary of the administration of transportation about that, and have been in touch with him since. My concern is that I don't want to see the ports problem, as they call it, but the ports issue, widen the tail of the 1-64 project. That may be the wrong way to put it, but look at funding the part of 1-64 with revenue from the ports, especially as skimpy as that revenue was reported to be at the beginning, anyway, is not a wise proposal, and we are on record, have reported on that, sent reports to the newspaper. I've given reports to Shawn Knaughton, and a letter to the governor. So I think our position's pretty clear.

Your alternative 28 would be ours if we did something to uh, go ahead and widen 1-64. I want to make sure that the issue of the ports is not used for this project, and if it is, open up and tell us exactly what you plan to do with the ports. Um, most concerned about national security, what we'd do with our huge naval installation there. I don't see any way we can protect it, and Mr. Richardson and I have pondered that over and over, and that is our big concern, vis-a-vis the project as you see it here now. If it's used to fund this we see a problem with that. Well, that's it. I want to support Mr. Richardson's proposal. I know what he put forward, and I would say from what I see your 28 looks like the same proposal he and I would have come up with. Thank you.

Page 1 of 5

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 11, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.

Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation 1-64 Project Environmental Impact Presentation Recorded Comments - Verbatim Transcript

DATE: December 11, 2012 TIME: 5:00PM LOCATION: Bruton High School, Williamsburg, Virginia REPORTER: Scott Forehand

5:12PM Philip Richardson 757-258-3200 Philip_Richardson@cox.net

Okay. Hi, my name is Cindy Coleman. I am providing a statement for Philip Richardson. His name is spelled with one L, P-H-1-L-1-P R-1-C-H-A-R-D-S-0-N, and his statement regarding the Interstate 64 peninsula is one, Philip Richardson and Joe Mann would like to reference the leasing and/or selling of our ports to fund the roads in Virginia is something none of us should be willing to sacrifice. Our ports security is at risk, our future is at risk if we sell or release the Virginia ports. And to further care for these ports, we should highly consider operations run and overseen by our military.

Mr. Richardson's thought is not to interrupt the operations of the Navy, but would cater to them in some fashion with reference to the ports. Mr. Richardson was in the Navy, Far East Command, which included all of Hawaii and Tokyo, while the headquarters was in Tokyo for two years immediately following World War II. He saw these types of problems and encountered them through his operations. During that time, Japan was an island nation and we encountered problems there as well as Mimosa, Manila, and other places, but they resolved them. He believes our ports are unique, and that dredging is not often needed, and it is a beautiful and extremely resourceful port that needs our protection.

Mr. Richardson would like to see that it stays the same without interruption, running our ports from those, not allowing our ports to be run by those who may cause us harm, and over the next 48 years in which, per our contract, we would be relinquishing our ports. Two, most of our military bases and installations are off of 1-64, and as many as 16 installations or military bases, which creates the high daily volume of traffic, therefore, it would be his reasoning that the federal government would fund this project as they created the impact between Williamsburg and Newport News with the number of military installations.

APPENDIX H: COMMENTS ON THE DRAFT EIS

He would also suggest that we would build in the median a series of HOV lanes that would allow transportation to flow from these locations. The median can be converted. There has been speculation about removal of beautiful trees, but we feel like this is a greater concern, which would allow the traffic to flow from different locations without disturbing existing traffic. In other words, he would bow to the experts on the best way to develop this project. Number three, consideration should not be given to the development of a new tunnel at this time. If you could reroute the container trucks through the Merrimack Tunnel without a toll and/or also if the trucks decide to travel through the Hampton Roads Tunnel, apply a toll on the tunnel. Following only a single lane to one side or the other for the collection of a toll for trucks and large vehicles, allowing other traffic to flow freely. Both ideas will assist to ease the overwhelming traffic flow without question.

The daily traffic figures for 2011 show Hampton Roads Tunnel travels around 87,000 vehicles a day, and the monitor Merrimack is at 59,000. To sum up his points, selling our ports to pay for roads is seriously irresponsible for our future. Military involvement could protect and direct our ports effectively. Funding provided for our roads should come from the federal government military budget. Development of HOV lanes in the median to support the flow, preferred safer travel for all, hence assisting in the constant delays of traffic, accidents, and deaths along this corridor of Williamsburg and Newport News. The corridor between Williamsburg and Newport News, and Norfolk should be first attended to before anything else. Nothing should be done from Richmond to Williamsburg until after those areas are corrected. Thank you. This is a statement from Philip Richardson.

Transcript By: eScribeSolutions, Inc.

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 11, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
 1-64 Project Environmental Impact Presentation
 Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
 TIME: 5:00PM
 LOCATION: Bruton High School, Williamsburg, Virginia
 REPORTER: Scott Forehand

6:18PM Sure, my name is Bruce Stein, that's B-R-U-C-E S-T-E-1-N. Okay, so I live in Quentin, Virginia and I drive from Quentin, Virginia to Newport News Ship Building every day, so I drive about 80%, 85% of this road every day, and in terms of priority of what is being proposed, I haven't read where there's any priority associated with road changes from exit 255 to exit 234, which is Lightfoot down to the Jefferson Avenue on ramp, and classifying that as an urban area. And certainly, the reason I'm saying that is because your data shows 3,800 accidents in that area from 2008 to 2010, and it also shows that there was 20 fatalities. And every one of those accidents show up in the urban areas except for those that are from 255 to 234. And so if there was a priority established to widen those to the widths necessary for an urban area, just like it has been done at 255, to me that would be dollars well spent.

And then, at the same time, if there were parts of the project that were traded off to fund that might be the expansion of the rural areas. Because there's no real on and off ramp traffic to speak of, standard on and off ramp. Traffic patterns are prevalent there. I've traveled those on a regular basis, and I see your data kind of supports that as well. Um, so to have those three lanes wide in both directions, it would be good for an off peak event, something unusual, but as far as a daily traffic pattern, or even weekly, that's not going to be there. It's not going to be there in 10 years, it's not going to be there in 20 years, um, you know, given the growth in New Cant County, which is in the top 100 in America as far as growth. And I see those that are coming in, most of which are traveling to Richmond, so I would also encourage that that urban area going into Richmond from exit 200 west, that be extended because there's so much traffic going on and off exit 295 and right there. So that's all I wanted to say. Appreciate it. Thanks a lot.

Transcript By: eScribeSolutions, Inc.

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 11, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


 Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

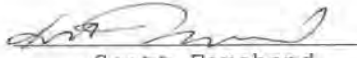
5:00PM John Whitley, 110 Governor Berkley Road, Williamsburg. My comments are directed to this project. If I were to favor either of them it would be 1A, which is a widening to the exterior of the highway. I would much rather see the median preserved, not only from its environmental and conservation perspective, but also, should we ever have the vision and wisdom to say that let's run some high speed rail from Richmond to Hampton, and that median would definitely afford that type of access. I'd hate to see our devoting the median totally to more fossil fuel based vehicles when we could easily have a transportation system that accommodates folk moving from where we want them from out of the Richmond area to, through into Williamsburg and on down to South Hampton Roads. Thank you.

Transcript By: eScribeSolutions, Inc.

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 11, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 13, 2012
TIME: 5:00 PM
LOCATION: VDOT Central Office Auditorium
REPORTER: Scott Forehand

5:37PM You know, I'd like to make an anonymous comment. I'm all for the widening of the 64. I think it'll help tremendously with traffic flow coming up and back from Virginia Beach to Richmond, and points beyond. I think it's absolutely necessary, and this would certainly be, the project should certainly be moved forward. Thank you.

Transcript By: eScribeSolutions, Inc.

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 13, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 13, 2012
TIME: 5:00 PM
LOCATION: VDOT Central Office Auditorium
REPORTER: Scott Forehand

5:45PM As a frequent traveler of Interstate 64, I definitely think the widening of the road would be a great idea, especially from 255 to 231, with improvements to the Fort Eustis Boulevard exit interchange, and then possibly the second phase starting at Talleyville and going to exit 200. That seems to be the two bottlenecks on the road barring accidents. These are just natural bottlenecks, and I think those two phases should be considered. Thank you.

Transcript By: eScribeSolutions, Inc.

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 13, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 6 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 70.161.163.100
Response Started: Wednesday, December 12, 2012 1:31:15 PM **Response Modified:** Wednesday, December 12, 2012 4:01:20 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 The widening of the road that starts/stops at Ft Eustiss. Lee Hall is also a high accident area. This is a horrendous accident area, in part because of the interchange but also because of the design on the ingress and egress of at the overpass. But the widening should extend west, way beyond the interchange both east and west bound.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 Helpful but a little confusing

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 Gas taxes are the most equitable means of distributing the cost of improvements across those who use the road the most. Tolls are burdensome to commuters and hit low income residents the hardest while gas tax is nearly imperceptible. The percentage of the toll that has to pay for infrastructure and administrative costs far exceeds that which gas tax collection demands.

8. Please provide your name and address (optional)
 Name: - Catherine Adams
 Address: - 116 Exmoor Ct
 Email: - n217q@hotmail.com
 Phone: - 757-784-0386

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFM... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 9 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 68.0.30.239
Response Started: Thursday, December 13, 2012 5:12:48 AM **Response Modified:** Thursday, December 13, 2012 5:17:54 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 very

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 Raise the gas tax. Tolling will push traffic onto secondary roads, require the expenditure of funds to collect the tolls, and delay traffic. All that needs to be done with the gas tax is collect the increased revenue with existing methods.

8. Please provide your name and address (optional)
 Name: - Susan Comett
 Address: - 3711 Bridgewater Dr
 Email: - swcomett@gmail.com
 Phone: - 757-220-2615

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFM... 1/1



APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary

Displaying 26 of 39 respondents Prev Next Jump To: 26 Go

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 70.186.194.38
 Response Started: Tuesday, December 18, 2012 5:56:42 AM Response Modified: Tuesday, December 18, 2012 6:00:52 AM

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 No amount of study will quell the environmental destruction that this project will bring to the peninsula.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 Very useful

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 Widening I64 is misguided: Widening and extending freeways has never solved and will never solve traffic congestion. Widening and extending interstates simply extends the frontier of development, and the ensuing traffic growth quickly overwhelms the original intent of the project. Ask any resident of Northern Virginia, Fulton County, Georgia, or Nassau County, NY. So what is the answer? How can this region provide for hurricane exodus and access for a growing port, an important military presence, tourists visiting the Historic Triangle and Virginia Beach, and casual local travelers without expanding the frontiers of development and thereby increasing pollution and creating even greater congestion (see Northern Virginia)? Some suggest improvements to rail service as an answer, which may help at the margin, although the economics are not encouraging. Assuming that you are determined to forge ahead with this abomination, please consider an option that I did not see at the VDOT meeting last Tuesday at Bruton High School: add two lanes to I64, but have only three access ramps: I295 (Exit 200), Ft. Eustis Boulevard (Exit 234), and Mercury Boulevard (Exit 263). This would provide express service to port-bound trucks, to the military, and to those traveling between the Newport News- Norfolk - Virginia Beach megaplex without opening more rural lands to the type of the sprawl that has already despoiled the character of James City County and Williamsburg. This approach will also save construction costs and pollution associated with building numerous ramps. Locals and visitors to the Historic Triangle, on the other hand, will benefit from less traffic and heavy trucks on the four remaining lanes. This is far from a perfect solution, as it still will introduce more air and water pollution, and further reduce the green corridor that presently greets visitors to our region. It also does not solve the region's critical problem of the congested river crossing. Still, politicians seem determined to carry out this misguided project, and limiting access will mitigate the ensuing destruction.

8. Please provide your name and address (optional)
 Name: - John Haldeman
 Address: - 1597 Founder's Hill North, Williamsburg, VA 23185

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9F8TBwPFP9z049fFP... 1/2

1/10/13 Survey Results

Email: - jhhaldeman@gmail.com
 Phone: - 757-229-2669

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9F8TBwPFP9z049fFP... 2/2

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 24 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 98.166.170.217
Response Started: Monday, December 17, 2012 6:45:48 PM **Response Modified:** Monday, December 17, 2012 6:48:07 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
No Response

5. How useful did you find the displays for understanding the study?
 Very Useful

6. What other information would you like to know?
 Completion date of project

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
 Name: - Richard Harris
 Address: - 13 Alton court HAMPTON, VA 23669
 Email: - richharris@cox.net
 Phone: - 757-344-3788

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFN... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 32 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 72.218.142.139
Response Started: Friday, December 28, 2012 8:12:59 AM **Response Modified:** Friday, December 28, 2012 8:29:33 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 The trees/natural landscapes on I-64 should not be torn down. ensuring that there will be adequate protection from stormwater runoff away from roadways is very important.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 Very useful.

6. What other information would you like to know?
 I would like to see the state present any and all funding alternatives except tolls to fund transportation improvement projects.

7. Please provide any additional comments you would like the study team to have.
 I would like to see this deadline advertised again in the media to the public to remind citizens they have until January 7, 2013 to comment via email/online survey. December is not the best month to present this information(Preparing and During the Holidays). Ask the localities to help promote this information next week after New Year's Day. Thank you.

8. Please provide your name and address (optional)
 Name: - Phillip Hawkins, Jr.
 Address: - Citizen in Norfolk, Virginia
 Email: - Phawkins10@cox.net

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFN... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary »](#)

Displaying 29 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 132.3.29.68
Response Started: Tuesday, December 18, 2012 12:37:07 PM **Response Modified:** Tuesday, December 18, 2012 12:45:43 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 Very good.

6. What other information would you like to know?
 none

7. Please provide any additional comments you would like the study team to have.
 I hope the state does something. "Do nothing" is not an option. I live a mile from exit 255B and I see backups EVERY weekend. It can take an hour to drive 15 miles to/from Busch Gardens. Any accident on I-64 clogs up side streets (e.g., my neighborhood) for hours. Tourists going to/from OBX via I-64 are screwed every Sat & Sun. Businesses will start relocating out of the area due to the crazy traffic.

8. Please provide your name and address (optional)
 Name: - Chris Jordan
 Address: - Newport News, VA
 Email: - jordancj@hotmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFNr... 1/1

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary »](#)

Displaying 38 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 174.227.139.181
Response Started: Monday, January 7, 2013 3:00:16 PM **Response Modified:** Monday, January 7, 2013 3:24:56 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 How does the middle and side green scenery of the highway effects tourism? How will removing these features increase or decrease tourism? Can we study how the remove of the median has positively or negatively effected traffic in areas around Arlington and Norfolk? I feel that would provide a better basis of if median remove is the right choice. I feel no removal of the median or widening can reasonably take place while there are geometric issues on the roads in question.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 Very useful.

6. What other information would you like to know?
 Can widening be done to the outside, while change the inner lane into a managed lane, and how feasible is that build plan? How can managed lanes be better integrated with mass transit, and light rail? How beneficial would a managed tolled shipping lane be, as for large vehicles like trucks, and buses. Can a lane be created designed to withstand the heavier load of these vehicles while placing lighter road ways for the commuter traffic? Can we some how create a greater separation for commuter traffic and business traffic so that both have their varied needs met?

7. Please provide any additional comments you would like the study team to have.
 Thank you for you hard work so far. Keep up the good work. I am glad this area was considered for study. I ask that with any building project that the new road way is not built in such a way as to increase the stress level of the drivers. I want to drive happy, and this is one areas of interstate that is near cities that I find traveling in this area of interstate to be fairly pleasant to drive and I hope that pleasantness can be maintained, unlike other quickly built up areas of Virginia.

8. Please provide your name and address (optional)
 Name: - Lesley Keller
 Address: - 159 Motoka Drive Unit 1
 Email: - stormclouds@hotmail.com
 Phone: - 7578806092
 www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFNr...

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 13 of 39 respondents « Prev Next » Jump To: 13 Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 96.238.82.93
Response Started: Thursday, December 13, 2012 6:22:52 AM **Response Modified:** Thursday, December 13, 2012 6:30:05 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 excelent

6. What other information would you like to know?
 when construction will start to fix the almost daily crashes at exit 150 both ways and the "No Merge" West bound onto Fort Eustis Blvd.

7. Please provide any additional comments you would like the study team to have.
 Good effort so far, now we need to start fixing the problems starting at the bottle-neck west of NN airport exit to ecit 150 at Fort Eustis Blvd.

8. Please provide your name and address (optional)
 Name: - Steve LaPaugh
 Address: - 346 Green Meadows Dr
 Email: - slapaugh@verizon.net
 Phone: - 757-877-5684

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPfp9z049fFM... 1/1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 Fairly useful

6. What other information would you like to know?
 How the set back from Yorktown NWS can be managed. How we anticipate paying for this without tolls.

7. Please provide any additional comments you would like the study team to have.
 This is an urgent need. The slightest perturbation to rush hour traffic on this corridor results in a huge back up. The interchange at Fort Eustis is a disaster waiting to happen. Stop studying and start building.

8. Please provide your name and address (optional)
 Name: - Steven M Mondul
 Address: - 5547 Rolling Woods drive, Williansburg, VA 23185
 Email: - smondul@hotmail.com
 Phone: - 757-220-9285

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPfp9z049fFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary](#)

Displaying 15 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 98.166.163.214
 Response Started: Thursday, December 13, 2012 6:59:11 AM Response Modified: Thursday, December 13, 2012 7:13:19 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 Very useful

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No action is unacceptable. The current I-64 corridor is frustrating and dangerous. Delays caused by accidents and traffic congestion financially impact business and make it impossible to plan how long travel will take. Tolls (user tax) are preferred because they focus the impact on those who use the corridor the most. Special use lanes might work in or around DC but are impractical in this area due to lower vehicle occupancy.

8. Please provide your name and address (optional)
 Name: - Charles Nault
 Address: - 121 Pine Creek Dr
 Email: - naultc@aol.com
 Phone: - 75-7851-1109

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049FFO... 1/1

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary](#)

Displaying 31 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 198.252.240.2
 Response Started: Wednesday, December 19, 2012 8:43:18 AM Response Modified: Wednesday, December 19, 2012 9:09:52 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No Response

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No Response

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 What happens to the millions of dollars made from the lottery weekly supposedly used for schools and ROADS!?!

7. Please provide any additional comments you would like the study team to have.
 Stop wasting money on signage and markings on travel restricted HOV lanes! All lanes should be open for ALL traffic All of the time! Tolls slow traffic.

8. Please provide your name and address (optional)
 Name: - Rick Rochelle
 Address: - 8522 Orcutt Ave Hampton, Va 23605
 Email: - rochelle@hampton.gov
 Phone: - 757-726-2991

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049FFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 18 of 39 respondents « Prev Next » **Jump To:** 18 Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 108.39.121.38
Response Started: Thursday, December 13, 2012 10:05:12 AM **Response Modified:** Thursday, December 13, 2012 10:10:48 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 I am absolutely opposed to tolls, and believe that an increase in the gas tax is the best alternative. The mechanism to collect the tax is already in place and this is the fairest way to get additional funding.

8. Please provide your name and address (optional)
 Name: - W. R. Simmons
 Address: - 70 Elm Ave, Newport News, VA 23601
 Phone: - 757 596-9664

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFP... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 16 of 39 respondents « Prev Next » **Jump To:** 16 Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 216.54.20.242
Response Started: Thursday, December 13, 2012 6:51:06 AM **Response Modified:** Thursday, December 13, 2012 7:14:59 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 The needs to be a landscaped median even if it has to be five feet wide and in between two jersey barriers.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 After reading the DEIS, the displays provided little additional information. Displays showing the impacts to the interchanges where additional right-of-way is needed would have helped in understanding the impacts of the proposed widening on adjacent development. This would have portrayed negative information which is probably why it was not shown.

6. What other information would you like to know?
 Where is the money coming from? If tolls are implemented, what provision is going to be made for the paralleling local streets that might be severely impacted with significant toll avoidance traffic?

7. Please provide any additional comments you would like the study team to have.
 There must be an interim plan, a phased plan, a concept on how the build alternatives might be implemented. While the study looked to the year 2040, without funding is this a reality? What might be built by then? What will be built soonest? When will areas be impacted? Widening I-64 along the corridor to six lanes divided (one contractor heading east from Richmond and one contractor heading west from Hampton Roads) should be the first priority and can probably be done without interchange or bridge reconstruction. This approach would provide the biggest bang for the buck. This could then be followed by the additional improvements needed starting at the Richmond and Hampton Roads ends and working to the center. Constructing the full improvements a mile at the time just isn't reasonable/responsible, we need relief now!!!! While I indicated a negative on the toll question, I would be supportive of a toll project constructed by the Commonwealth, tolls paid to the Commonwealth, and the tolls removed when the 15-20 year debt is paid off.

8. Please provide your name and address (optional)
 Name: - Tom Slaughter
 Address: - 102 Carys Trace, Yorktown, VA 23693
 Email: - tslaugh757@aol.com
 Phone: - 757-867-9115

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary

Displaying 8 of 39 respondents « Prev Next » Jump To: Go

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 68.0.16.197
 Response Started: Thursday, December 13, 2012 4:44:49 AM Response Modified: Thursday, December 13, 2012 4:46:44 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Full toll lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 I think it is important that the users should bear the burden of costs. People in the western part of the state should not be responsible for our roads.

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 Name: - Dianne Spearman
 Address: - 115 Pinepoint Rd., Williamsburg, VA 23185

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFO... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary

Displaying 10 of 39 respondents « Prev Next » Jump To: Go

Respondent Type: Normal Response Collector: New Link (Web Link)
 Custom Value: empty IP Address: 64.5.144.1
 Response Started: Thursday, December 13, 2012 5:33:54 AM Response Modified: Thursday, December 13, 2012 5:42:47 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 I do not feel that including tolls on the road is a viable option. Having lived in Richmond and dealt with tolls on a daily basis, it was frustrating and traffic was awful. Raise the gas tax so that everyone that is using the roads pays for it.

8. Please provide your name and address (optional)
 Name: - Laura Cornett Wang
 Address: - 107 Creekshire Crescent
 Email: - lmcornett@cox.net
 Phone: - 804 380-3780

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFN... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary »](#)

Displaying 11 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 132.3.29.68
Response Started: Thursday, December 13, 2012 6:03:50 AM **Response Modified:** Thursday, December 13, 2012 6:07:59 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 very.

6. What other information would you like to know?
 Projected start dates and construction plan, ie which direction gets upgraded first.

7. Please provide any additional comments you would like the study team to have.
 Tolls bring additive costs for toll gates, personnel etc and, will create bottle necks. Not to mention perceived unfairness on where toll gates are or are not located. Increasing state gas tax 1-2% specifically for I-64 widening will bring in balanced revenue and lesser construction and management costs.

8. Please provide your name and address (optional)
 Name: - Tom Wozniak
 Address: - 110 Runey Way
 Email: - wozniakta@cox.net
 Phone: - 757-892-0960

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFN... 1/1

1/10/13 Survey Results

Browse Responses [Filter Responses](#) [Download Responses](#) [View Summary »](#)

Displaying 22 of 39 respondents [« Prev](#) [Next »](#) Jump To: [Go »](#)

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 108.11.162.194
Response Started: Monday, December 17, 2012 2:45:41 PM **Response Modified:** Monday, December 17, 2012 2:53:37 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
 Back-ups from time to time are inevitable. The main area of concern seems to be in Newport News (I-64 West just past the Jeff. Ave area) where it goes from four lanes down to two. This seems to be the most consistantly congested area.

8. Please provide your name and address (optional)
 Name: - Rick
 Address: - Carrollton Va
 Email: - rrouthen@hampton.k12.va.us
 Phone: - 757-238-9105

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049FFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 14 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 216.54.20.242
Response Started: Thursday, December 13, 2012 6:45:41 AM **Response Modified:** Thursday, December 13, 2012 6:47:12 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzKIWy7oM9FBTBwPfp9z049fFO... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 17 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 132.3.29.68
Response Started: Thursday, December 13, 2012 8:42:00 AM **Response Modified:** Thursday, December 13, 2012 8:43:31 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 The General Assembly needs to raise the gas tax in this state to begin paying for some of the infrastructure that is needed.

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzKIWy7oM9FBTBwPfp9z049fFP... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 19 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 198.212.189.122
Response Started: Monday, December 17, 2012 12:22:08 PM **Response Modified:** Monday, December 17, 2012 12:25:19 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 N/A

6. What other information would you like to know?
 N/A

7. Please provide any additional comments you would like the study team to have.
 Toll collecting on I-64 between Hampton & Richmond would INCREASE the congestion even more so than it is now! Tolls would NOT be an improvement!

8. Please provide your name and address (optional)
No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFN... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 2 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 216.54.20.242
Response Started: Tuesday, December 11, 2012 5:09:10 AM **Response Modified:** Tuesday, December 11, 2012 5:12:11 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
 tolls are not efficient, raise the gas tax

8. Please provide your name and address (optional)
 Email: - wed0c@hotmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIVb%2bMfEB5ZTZ301jPqYKdz... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 20 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 68.109.7.254
Response Started: Monday, December 17, 2012 12:24:50 PM **Response Modified:** Monday, December 17, 2012 12:26:08 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFN... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 21 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 198.252.240.2
Response Started: Monday, December 17, 2012 1:01:09 PM **Response Modified:** Monday, December 17, 2012 1:02:21 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFO... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 23 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 71.176.41.84
Response Started: Monday, December 17, 2012 3:33:31 PM **Response Modified:** Monday, December 17, 2012 3:39:20 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 ok

6. What other information would you like to know?
 economic impac assuming other trends take over this need

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFP... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 25 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 66.114.79.5
Response Started: Monday, December 17, 2012 7:43:58 PM **Response Modified:** Monday, December 17, 2012 7:45:34 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 because no info has been passed on.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 what displays

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPFP9z049fFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 27 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 198.252.240.2
Response Started: Tuesday, December 18, 2012 6:00:47 AM **Response Modified:** Tuesday, December 18, 2012 6:02:30 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFN... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 28 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 98.166.178.247
Response Started: Tuesday, December 18, 2012 9:07:31 AM **Response Modified:** Tuesday, December 18, 2012 9:12:24 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 i think tolls should be placed along I 81. yes somewhere out in the middle of no where just like the one on the side of a mountain in west virginia, tolls there are \$2 both ways. there is alot of traffic on that side of the state, enuff that would bring in alot of dollars to help out with building the road widening from newport news to richmond

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFN... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 30 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 108.26.116.83
Response Started: Tuesday, December 18, 2012 5:42:44 PM **Response Modified:** Tuesday, December 18, 2012 5:50:10 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
No Response

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
No Response

4. 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?
No Response

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
 Why are you only considering toll to pay for transportation. I am against tolls. We have already paid for some of these proposals previously. Why do you have to pay businesses to do business and build here? Let them use their own funds. Why do you have to give these business such long term leases? All of these proposals need to be reworked.

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFO... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 33 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 24.253.157.33
Response Started: Sunday, December 30, 2012 6:02:25 PM **Response Modified:** Sunday, December 30, 2012 6:34:28 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
 The BUILD ALTERNATIVE 3 (MANAGED LANES) option is problematic for several reasons: (1) The existing HOV lane on the Peninsula between exit 264 and Jefferson Avenue is severely underutilized. Your impact handout shows this managed lane option would be just as expensive as adding general purpose lanes. It makes little sense to spend as much money as adding general purpose lanes only to add underutilized HOV lanes. That is not cost effective (2) If these managed lanes are paid for by gas tax dollars, they should be open to all motorists as a matter of fairness (3) Adding reversible lanes between 205 and 192 only addresses the congestion in one direction. It provides no relief to motorists stuck in heavy traffic in the other direction

8. Please provide your name and address (optional)
 Email: - mdonei@gmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFO... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 34 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 71.176.195.14
Response Started: Wednesday, January 2, 2013 11:11:03 AM **Response Modified:** Wednesday, January 2, 2013 11:15:09 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 Yes

4. 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?
 No Response

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 It would be nice for EZ-Pass or any other toll service to ONLY charge non-Virginia cars. That is, Virginia residents' pay with their taxes, non-residents pay via tolls.

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFO... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 36 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 108.39.122.231
Response Started: Monday, January 7, 2013 7:23:52 AM **Response Modified:** Monday, January 7, 2013 7:25:16 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 No Response

6. What other information would you like to know?
 No Response

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPFP9z049fFM... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

Survey Results Page 1 of 1

Browse Responses Filter Responses Download Responses View Summary »

Displaying 39 of 39 respondents « Prev Next » Jump To: 39 Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 71.251.228.43
Response Started: Wednesday, January 9, 2013 11:17:38 AM **Response Modified:** Wednesday, January 9, 2013 11:18:42 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 No
 Impact of tolling

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
No Response

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
No Response

http://www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzKIVb%2bMfE... 1/10/2013

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 4 of 39 respondents « Prev Next » Jump To: 4 Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 198.252.240.2
Response Started: Tuesday, December 11, 2012 8:53:20 AM **Response Modified:** Tuesday, December 11, 2012 8:56:08 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
No Response

6. What other information would you like to know?
 How can it possibly cost the same to use the median for expansion as it would to acquire additional right-of-way and property from neighboring landowners?

7. Please provide any additional comments you would like the study team to have.
No Response

8. Please provide your name and address (optional)
No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzKIVb%2bMfE5ZTZ301jPqYKdz... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 5 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 206.113.132.130
Response Started: Wednesday, December 12, 2012 6:11:02 AM **Response Modified:** Wednesday, December 12, 2012 6:36:53 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 Yes

5. How useful did you find the displays for understanding the study?
 very

6. What other information would you like to know?
 none

7. Please provide any additional comments you would like the study team to have.
 No Response

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIVb%2bMfEB5ZTZ301jPqYKdz... 1/1

1/10/13 Survey Results

Browse Responses Filter Responses Download Responses View Summary »

Displaying 7 of 39 respondents « Prev Next » Jump To: Go »

Respondent Type: Normal Response **Collector:** New Link (Web Link)
Custom Value: empty **IP Address:** 96.225.162.138
Response Started: Wednesday, December 12, 2012 6:31:32 PM **Response Modified:** Wednesday, December 12, 2012 6:34:12 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
 Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
 General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
 No

4. 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?
 No

5. How useful did you find the displays for understanding the study?
 Very good.

6. What other information would you like to know?
 None.

7. Please provide any additional comments you would like the study team to have.
 None.

8. Please provide your name and address (optional)
 No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPfp9z049fFN... 1/1



INTERSTATE 64 PENINSULA STUDY

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

COORDINATION INCLUDED IN THIS APPENDIX	PAGE
Virginia Department of Transportation Responses to the City of Richmond (February 19, 2013)	2
Virginia Department of Transportation Responses to the Richmond Area Metropolitan Planning Organization (February 19, 2013)	8
Virginia Department of Historic Resources Effect Determination (February 6, 2013)	12
Virginia Department of Transportation Coordination with the City of Newport News Lee Hall Reservoir (April 12, 2013)	16
City of Hampton Bluebird Gap Farm Section 4(f) and <i>De Minimis</i> Letter (April 17, 2013)	18
City of Hampton Bluebird Gap Farm Section 4(f) and <i>De Minimis</i> Response (May 7, 2013)	19
City of Newport News City Park and Lee Hall Reservoir Section 4(f) and <i>De Minimis</i> Letter (April 17, 2013)	20
City of Newport News City Park and Lee Hall Reservoir Section 4(f) and <i>De Minimis</i> Response (May 8, 2013)	22
United States Department of the Interior, National Park Service Colonial National Historical Park Section 4(f) Coordination Letter (April 17, 2013)	23
Historic Properties Section 4(f) and <i>De Minimis</i> Letter (April 17, 2013)	30
Virginia Department of Historic Resources Section 4(f) and <i>De Minimis</i> Response (May 15, 2013)	31
Summary of Potential Impacts to Waters of the United States Applying Level of Service (LOS) D to the Corridor (May 15, 2013)	32
Interstate 64 Peninsula Study/Environmental Impact Statement Cooperating Agency Meeting Minutes (June 28, 2013)	33

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

**VDOT Responses to the
City of Richmond, Department of Public Works
On the I-64 Peninsula Study
(as of February 19, 2013)**

The following are VDOT Responses to a letter dated February 13, 2013 from the City of Richmond, Department of Public Works on the I-64 Peninsula Study. The following are excerpts from this letter along with the responses.

Thank you for offering us the opportunity to provide comments on the I-64 Study. The Study includes two interchanges within the city limits, i.e., I-95 (Exit 190) and Mechanicsville Turnpike (Exit 192). The Nine Mile Road interchange (Exit 193) is in close proximity to the city line.

- **I-95 interchange**
 - o VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.

Response - As stated on Page II-7 of the DEIS the designs for the I-64/I-95 Interchange (Exit 190) utilize the conceptual designs being prepared as part of VDOT's I-95/I-64 Overlap Planning Study. During the DEIS studies much coordination was performed between the VDOT and the study teams working on the I-64 Peninsula Study and on the I-95/I-64 Overlap Planning Study. As of the time of the printing of the DEIS, the conceptual designs for the I-95/I-64 Study were under review and not finalized. The coordination of these two studies will continue and the remaining I-64 Peninsula Studies and the Final EIS will include the most recent information from the I-95/I-64 Overlap Planning Study.

- **I-64 between I-95 and Mechanicsville Turnpike**
 - o The No Build Alternative is not an option given the findings and crashes in the "Traffic / Transportation Technical Memorandum"
 - Main line levels of service (LOS) of "F" for year 2040 from Exit 190-192 (Tables 29 and 32)
 - Merge/diverge LOS "F" for EB and WB at Exit 192 (Tables 47, 48, and 49)
 - Signal at I-95 SB off ramp and 3rd St. has a "F" LOS. Signal at I-64 WB at Magnolia has a "F:" LOS (Table 53)
 - Crashes in the city
 - I-64 WB has twice the state average
 - I-64 EB has 1 ½ times the state average

Response – As indicated in the DEIS the No-Build Alternative serves as a base line for the comparison of future conditions and impacts. A Preferred Alternative has not been identified in the Draft EIS. A Preferred Alternative will be identified in the Final EIS after the location public hearings are held and responses to comments provided on the Draft EIS have been prepared and reviewed. These responses to comments will be provided in the Final EIS which will also be made available to the public and agencies. Once the Final EIS has been made available, FHWA would review the information and issue a Record of Decision which will identify the Preferred Alternative along with the known mitigation measures for impacts which may result from the Preferred Alternative.

- **Additional right of way required (Table II.3 Interchange Improvement Summary; Table III.A.1 Community Facilities and Services; Table III.A.2 Community Facility Impacts by Alternative; Table III.G.1 Anticipated Effect Determination for Listed or Eligible Architectural Resources Identified with the Project APE; and Table II.G.3 Anticipated Effect Determination for Archaeological Sites Identified within the Project APE)**
 - o VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments.

Response – Construction of any of the proposed Build Alternatives would require the acquisition of additional right of way and the potential relocation of families, businesses and community facilities. The assumptions used to develop the right of way assessment are shown in the *Right of Way Technical Memorandum* beginning on page 4. As identified in the *Right of Way Technical Memorandum*, the right of way impacts were determined by overlaying each alternative footprint onto VDOT Geographic Information Systems (GIS) right of way boundary and parcel data provided by each locality along the corridor. The memorandum contains an estimate of the acreage of right of way that would be needed, the number of complete acquisitions (also called relocations) that would occur and the characteristics or types of those properties being relocated for each alternative.

The right of way estimates are conservative estimates and the actual number of acquisitions or relocations is expected to decrease as the project design is advanced and roadway right of way requirements are determined using more detailed information. The acreage of each type of parcel impacted within each District was added to the mainline right of way acreage for each type to yield a total acreage of anticipated right of way for each parcel category for each Build Alternative.

In order to develop costs, a planning level construction estimate for the entire project was developed using the VDOT Planning Level Costs Estimation Process. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from the VDOT Planning Level Costs Estimation Process. Using the total right of way estimates obtained for each alternative along the corridor, per District and per category, percentages of the overall total were then

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

determined. This percentage was then multiplied by the low and high right of way and utility cost percentages of the overall construction cost and totaled for each alternative.

At this pointing the study process the project team did not contact local citizens to determine such factors as population per household, minority status, owner/rental status, or income. In addition, the project team did not contact individual businesses or non-profit organizations to determine the number of employees, members, minority status or owner/rental status. Once an alternative is selected and the project moves to the Design Plan phase, detailed design plans will be developed and a detailed right of way analysis will be prepared with the exact limits of right of way impacts. Property owners whose parcels will be impacted either as a whole or partial acquisition by the proposed improvements will be contacted by VDOT or their representative at that time. Whether it is a whole or partial acquisition, the owner will be compensated for the fair market value of their parcel and improvements that will be acquired.

In order to provide additional information the attached tables identifies the approximate right of way needs by tax parcel within the City of Richmond for each of the Build Alternatives. Please note that there are three tab sheets including: one for the interchanges and widening, one for community facilities and one for historic properties. Maps showing the location of the approximate properties affected can be found in the *Right of Way Technical Memorandum*.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
1277	1912 Mechanicsville Turnpike	0.56	Interchange	0.23	0.23	0.23
4183	N/A	9.17	Interchange	1.96	1.96	1.96
4189	N/A	0.62	Interchange	0.54	0.54	0.54
4915	2007 Anniston Street	1.19	Interchange	1.19	1.19	1.19
5529	2111 Magnolia Street	7.11	Interchange	0.96	0.96	0.96
6618	2413 N 28th Street	0.21	Interchange	0.00	0.00	0.00
7761	2810 Fairfield Avenue	1.72	Interchange	0.27	0.27	0.27
7880	2408 N 28th Street	0.12	Interchange	0.07	0.07	0.07
8038	2802 Kane Street	0.08	Interchange	0.02	0.02	0.02
9377	2823 Fairfield Avenue	1.02	Interchange	0.12	0.12	0.12
9398	2410 Creighton Road	0.10	Interchange	0.08	0.08	0.08
12318	3219 Tuxedo Boulevard	0.28	Interchange	0.28	0.28	0.28
15246	2001 Anniston Street	0.62	Interchange	0.52	0.52	0.52
15448	N/A	1.45	Interchange	0.53	0.53	0.53
15579	1908 Mechanicsville Turnpike	0.51	Interchange	0.06	0.06	0.06
17000	2409 N 28th Street	0.13	Interchange	0.10	0.10	0.10
19416	2507 Magnolia Road	0.09	Interchange	0.09	0.09	0.09
19589	N/A	1.15	Interchange	0.56	0.57	0.56
22308	1000 E Leigh Street	3.79	Interchange	0.36	0.36	0.36
24554	3213 Tuxedo Boulevard	0.11	Interchange	0.07	0.07	0.07
26157	N/A	0.27	Interchange	0.27	0.27	0.27
27739	2411 N 28th Street	0.15	Interchange	0.04	0.04	0.04
28424	2307 Creighton Road	0.13	Interchange	0.04	0.04	0.04
30428	N/A	0.21	Interchange	0.17	0.17	0.17
33107	2616 Whitcomb Street	0.26	Interchange	0.23	0.23	0.23
36758	2618 Whitcomb Street	0.20	Interchange	0.19	0.19	0.19
38376	2801 Fairfield Avenue	0.27	Interchange	0.04	0.04	0.04
39074	2306 Creighton Road	0.14	Interchange	0.02	0.02	0.02
39130	2306 N 29th Street	0.06	Interchange	0.06	0.06	0.06
40159	3209 Tuxedo Boulevard	0.15	Interchange	0.01	0.01	0.01
44116	N/A	0.29	Interchange	0.29	0.29	0.29
44518	2620 Whitcomb Street	0.16	Interchange	0.16	0.16	0.16
44605	1924 B Whitcomb Street	9.79	Interchange	0.39	0.39	0.41
46743	2410 N 28th Street	0.12	Interchange	0.00	0.00	0.00
47650	N/A	0.11	Interchange	0.11	0.11	0.11
47936	2501 Magnolia Street	0.49	Interchange	0.42	0.42	0.42
48443	2307 Creighton Road	0.02	Interchange	0.02	0.02	0.02
49040	2304 N 29th Street	0.16	Interchange	0.05	0.05	0.05
50920	3212 Tuxedo Boulevard	0.15	Interchange	0.01	0.01	0.01
59364	2307 N 29th Street	0.13	Interchange	0.07	0.07	0.07
59976	2408 N 28th Street	0.07	Interchange	0.07	0.07	0.07
61348	3221 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
65444	N/A	1.98	Interchange	0.05	0.05	0.05
65992	2000 Mechanicsville Turnpike	0.45	Interchange	0.45	0.45	0.45
66008	2400 Magnolia Court	3.83	Interchange	0.61	0.60	0.61
67262	2300 N 28th Street	0.59	Interchange	0.14	0.14	0.14
67293	N/A	0.15	Interchange	0.03	0.03	0.03
69106	N/A	28.04	Interchange	3.24	3.24	3.24
74611	2403 Creighton Road	0.46	Interchange	0.27	0.27	0.27
75634	2405 Creighton Road	0.20	Interchange	0.00	0.00	0.00
75641	2510 Phaup Street	2.92	Interchange	0.04	0.04	0.04
75642	N/A	0.22	Interchange	0.13	0.13	0.13
75648	N/A	0.19	Interchange	0.12	0.12	0.12
75649	2011 Mechanicsville Turnpike	0.41	Interchange	0.41	0.41	0.41
75650	2001 Mechanicsville Turnpike	0.45	Interchange	0.45	0.45	0.45
75651	1915 Mechanicsville Turnpike	0.99	Interchange	0.33	0.33	0.33
90561	2507 Magnolia Road	0.28	Interchange	0.28	0.28	0.28
90562	2503 Magnolia Road	0.20	Interchange	0.20	0.20	0.20
90563	2301 Magnolia Street	1.11	Interchange	0.82	0.82	0.82
90564	N/A	0.69	Interchange	0.63	0.63	0.63
90565	2501 Magnolia Road	0.40	Interchange	0.31	0.31	0.31
93629	N/A	34.08	Interchange	3.25	3.25	3.25
96957	2600 Magnolia Road	1.07	Interchange	1.07	1.07	1.07
189426	3216 Tuxedo Boulevard	0.09	Interchange	0.02	0.02	0.02
189427	3300 Tuxedo Boulevard	0.11	Interchange	0.05	0.05	0.05
189428	3301 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189429	3304 Tuxedo Boulevard	0.23	Interchange	0.17	0.17	0.17
189430	3306 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189431	3303 Tuxedo Boulevard	0.23	Interchange	0.23	0.23	0.23
189432	3308 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189433	3307 Tuxedo Boulevard	0.10	Interchange	0.10	0.10	0.10
189434	3307 1/2 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189435	3310 Tuxedo Boulevard	0.17	Interchange	0.17	0.17	0.17
189436	3312 Tuxedo Boulevard	0.06	Interchange	0.06	0.06	0.06
189437	3311 Tuxedo Boulevard	0.14	Interchange	0.14	0.14	0.14
189438	3313 Tuxedo Boulevard	0.09	Interchange	0.09	0.09	0.09
189439	3314 Tuxedo Boulevard	0.13	Interchange	0.13	0.13	0.13
189440	3315 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189441	3317 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189442	3227 Nine Mile Road	0.12	Interchange	0.12	0.12	0.12
189443	3231 Nine Mile Road	0.11	Interchange	0.11	0.11	0.11
189444	3301 Nine Mile Road	0.10	Interchange	0.10	0.10	0.10
189445	3303 Nine Mile Road	0.06	Interchange	0.06	0.06	0.06
189446	3220 Tuxedo Boulevard	0.06	Interchange	0.02	0.02	0.02

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
260545	2000 Anniston Street	3.01	Interchange	1.45	1.45	1.45
288993	3521 East Richmond Road	173.12	Interchange	0.52	0.52	0.52
13994	1707 Magnolia Street	7.14	Mainline	0.03	0.03	0.02
14434	1815 5th Avenue	0.38	Mainline	0.03	0.03	0.05
15283	1600 Valley Road	1.97	Mainline	0.48	0.48	0.47
15774	1611 4th Avenue	1.88	Mainline	0.00	0.00	0.01
24806	1603 Valley Road	0.76	Mainline	0.65	0.65	0.65
27635	900 N 7th Street	5.32	Mainline	5.32	5.32	5.32
36765	700 Hospital Street	4.46	Mainline	0.36	0.36	0.36
45483	1305 N 5th Street	1.27	Mainline	0.04	0.04	0.04
45633	1601 Valley Road	2.87	Mainline	0.37	0.37	0.37
48340	1506 Valley Road	0.75	Mainline	0.20	0.20	0.20
55912	728 Hospital Street	8.80	Mainline	1.38	1.38	1.34
56658	1915 5th Avenue	0.07	Mainline	0.01	0.01	0.01
				0.02	0.02	0.02
94491	800 N 3rd Street	1.17	Mainline	0.04	0.04	0.04
105304	N/A	19.44	Mainline	2.30	2.30	2.31
113293	1301 Valley Road	4.04	Mainline	0.48	0.48	0.48

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond to Community Facilities and Services for Each Alternative

Parcel ID	Facility Name	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
					Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
					Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
800-726-7658(Henrico GPIN)	Armstrong High School	2300 Cool Lane	18.67	Interchange	4.77	4.77	4.77
801-725-3882 (Henrico GPIN), 75641 (Richmond Parcel ID)	Fairfield Court Elementary School	2510 Phaup Street	2.92 (Richmond) 9.86 (Henrico)	Interchange	0.72	0.72	0.72
69106	Whitcomb Court Public Housing Development	2302 Carmine Street	28.04	Interchange	3.24	3.24	3.24
75672	Fairfield Public Housing Development	2506 Phaup Street	28.19	Not Impacted	Not Impacted	Not Impacted	Not Impacted
93629	Creighton Court Public Housing Development	2101 Creighton Road	34.08	Interchange	3.25	3.25	3.25
17141	Fairfield Jerusalem Baptist Church	2609 Selden Street	0.29	Not Impacted	Not Impacted	Not Impacted	Not Impacted
27494	Shockoe Hill Cemetery	2nd Street and 4th Hospital Street	12.64	Not Impacted	Not Impacted	Not Impacted	Not Impacted
288993	Oakwood Cemetery	3101 Nine Mile Road	173.12	Interchange	5.2	5.2	5.2
Unknown	Fairfield Court Community Center	2311 North 25th Street	Unknown	Not Impacted	Not Impacted	Not Impacted	Not Impacted
93629	Creighton Community Center	2101 Creighton Road	34.08	Not Impacted	Not Impacted	Not Impacted	Not Impacted
75672	Gill Community Center	2501 Phaup Street	28.19	Not Impacted	Not Impacted	Not Impacted	Not Impacted
18491	Preschool Development Center	2124 North 29th Street	1.50	Not Impacted	Not Impacted	Not Impacted	Not Impacted

Potential Right of Way Impacts Within the City of Richmond to Historic Properties for Each Alternative

Parcel ID	Resource Name	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
					Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
					Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
Multiple Parcels	Jackson Ward Historic District	Multiple Parcels	N/A	Not Impacted	Not Impacted	Not Impacted	Not Impacted
37858	Sixth Mount Zion Baptist Church	14 W Duval Street	0.27	Not Impacted	Not Impacted	Not Impacted	Not Impacted
9594	St. Luke Building, 900 St. James Street	900 St James Street	0.20	Not Impacted	Not Impacted	Not Impacted	Not Impacted
27494	Shockoe Hill Cemetery	2nd Street and 4th Hospital Street	12.64	Not Impacted	Not Impacted	Not Impacted	Not Impacted
113288, 94644	Hebrew Cemetery	320 Hospital Street	7.72	Not Impacted	Not Impacted	Not Impacted	Not Impacted
Multiple Parcels	Chestnut Hill/Plateau Historic District	Multiple Parcels	N/A	Not Impacted	Not Impacted	Not Impacted	Not Impacted
45483	Shockoe Hill Burying Ground	1305 N 5th Street	TBD	Interchange	0.038	0.038	0.038

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

From: Deem, Angel N. (VDOT) [<mailto:Angel.Deem@VDOT.Virginia.gov>]
Sent: Wednesday, February 20, 2013 9:26 AM
To: Tiffany Tran; Nies, Nicholas; Svejkovsky, Ronald (VDOT)
Cc: Riblett, Mark P.E. (VDOT); Lysy, Dan; Crum, Robert, Jr.; Stearns, Palmer (VDOT)
Subject: RE: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Tiffany--
 Our responses are attached. I trust this will enable you to present the information to the MPO as needed.
 Thanks,
 Angel

From: Tiffany Tran [<mailto:ttran@richmondregional.org>]
Sent: Friday, February 08, 2013 2:40 PM
To: Deem, Angel N. (VDOT); nnies@wralp.com; Svejkovsky, Ronald (VDOT)
Cc: Riblett, Mark P.E. (VDOT); Lysy, Dan; Crum, Robert, Jr.
Subject: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Good afternoon, Angel

Thank you for your response in confirming the CTB action in the upcoming months for selecting a preferred alternative for the I-64 Peninsula Study. As part of the discussion for our February 14 MPO meeting, we will be asking VDOT and project staff to answer questions posed by our TAC, CTAC and MPO staff in the review of the I-64 Peninsula Study DEIS prior to our selection of a locally preferred alternative (this is also covered in the staff report for the February 14 MPO meeting agenda that was sent out on Tuesday, February 5). These questions need to be addressed before our MPO may move forward to recommend a locally preferred alternative, as the response will be reviewed and considered at the February 21 TAC meeting. Next week, we will be asking the MPO to appoint a TAC subcommittee to review, address and discuss MPO staff, TAC and CTAC comments, questions, and recommendations before developing a report and recommendation for a preferred alternative. The report and recommendation will be submitted to the MPO no later than March 1, 2013 so that the MPO can take action at its March 7, 2013 meeting and submit its recommendation for a preferred alternative to VDOT and the CTB.

I have attached the questions requesting further information from VDOT and project staff to this email with a deadline of February 21, 2013 in order to prevent any delay in our schedule to provide a locally preferred alternative for submission to VDOT and the CTB by the March 20 CTB meeting. Please note VDOT's timely response to staff and MPO Committees comments (attached) is needed for the TAC/TAC subcommittee to provide its recommendation and enable the MPO to take action at its March 7 meeting.

To assist us with meeting this deadline, we request that you provide written responses to these questions by February 21, 2013. If there is concern in meeting this deadline, please contact me as soon as possible. Thank you in advance for your assistance.

Tiffany Tran
 Senior Planner
 Urban Transportation Planning Division
 Richmond Regional Planning District Commission
 9211 Forest Hill Avenue, Suite 200
 Richmond, VA 23235
 (804) 323-2033 Ext. 136

VDOT Responses to the Richmond Area Metropolitan Planning Organization Request for Additional Information for the I-64 Peninsula Study

(as of February 19, 2013)

The following are VDOT Responses to a letter dated February 8, 2013 from the Richmond Area Metropolitan Planning Organization on the I-64 Peninsula Study. The following are excerpts from this letter along with the responses.

The Richmond Area Metropolitan Planning Organization (RAMPO) is requesting additional information on the following questions as presented by the Technical Advisory Committee (TAC), Citizens Technical Advisory Committee (CTAC), and RAMPO staff in response to the review and discussion of the Interstate 64 Peninsula Study Draft Environmental Impact Statement (EIS). These questions need to be addressed by VDOT and the consultant team for the study in order to move forward in the selection of a locally preferred alternative (LPA). The I-64 Peninsula Study will be discussed at the February 14, 2013 RAMPO meeting, and at the February 21, 2013 TAC meeting to develop a report and formal recommendation for the RAMPO Board to assist in the selection of the LPA at the March 7, 2013 RAMPO meeting. Due to the schedule set, RAMPO staff would like these questions addressed by February 21, 2013 at the latest to prevent any delays.

- I. Request for further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads.

Response - We have done additional analysis of the Tidewater Super-Regional Model (TSRM) used for this study to show the potential diversions from I-64 to VA 249 and VA 30 under a range of tolling rates. This analysis uses the same methodology used in the I-64 *Traffic & Transportation Technical Memorandum* to estimate the toll diversions off of I-64 and onto US 60.

For this analysis VA 249 was divided into three segments based on existing interchange locations along I-64 and the daily 2040 traffic volumes were projected. These segments included the sections of VA 249 between I-64 Exits 205 to 211, Exits 211 to 214 and Exits 214 to 220. For the section from Exits 205 to 211 the model predicted a reduction of traffic on VA 249 from between approximately 130 to 310 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively. For the section from Exits 211 to 214 the model predicted a reduction of traffic on VA 249 from between approximately 100 to 150 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively. While on the section from Exits 214 to 220 the model predicted an increase of traffic on VA 249 from between approximately 410 to 1300 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

For the VA 30 analysis VA 30 was divided into one segment based on existing interchange locations along I-64 and the daily 2040 traffic volumes were projected. This segment included the sections of VA 30 between Exits 220 and 227. For this section the model predicted an increase of traffic on VA 30 from between approximately 810 to 1720 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively.

It is important to note that we have some concerns about the validity of the results for VA 249 and for VA 30. For VA 249 it is counter-intuitive to expect reductions between Exits 205-214 and increases from Exit 214-220. This could be due to the fact that VA 249 is near the outer edge of the TSRM, where models tend to perform less reliably. In addition, VA 249 in this area crosses the border between the Richmond MPO model area and the inter-MPO area (the area between the Richmond and HR MPO areas) and the Tidewater Model which can introduce some error into the model outputs.

2. [More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above.](#)

Response - The passenger/freight rail alternative principally consists of improvements that have already been studied as a part of other initiatives, including the Richmond/Hampton Roads Passenger Rail Tier I EIS.

As stated in the DEIS, within the I-64 Peninsula Study area there are two principal rail transportation facilities: (1) the existing CSX Transportation (CSXT)/Amtrak route from Richmond to Newport News, north of the James River on the Virginia Peninsula (Peninsula/CSXT) and (2) the Norfolk Southern Corporation (NS) rail route, south of the James River between Petersburg and Norfolk (Southside/NS). The Peninsula/CSXT Route is parallel to I-64 while the Southside/NS route is parallel to Route 460. Improvements are currently planned and underway for both corridors.

The VDRPT has been investigating improved passenger rail service between Richmond and Hampton Roads for a number of years. This service would ultimately connect to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High Speed Rail Corridor. VDRPT prepared the *Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)* which evaluated multiple options for passenger rail in the Richmond to Hampton Roads region, including the I-64 Peninsula Study area. The Tier I Final EIS, approved in August 2012, identifies Build Alternative 1 (Higher-Speed Southside/Conventional speed Peninsula at maximum authorized speeds of up to 90 mph) as the Preferred Alternative. The Record of Decision (ROD) is expected to be approved by the Federal Railroad Administration (FRA) in Fall 2012.

As stated in the Tier I Final EIS, high-speed intercity passenger rail service attracts different types of ridership and therefore it is unlikely that the additional rail trips

generated by the Preferred Alternative would cause a measurable reduction in automobile traffic on major highways such as I-64 and I-95. In specifically examining the potential effects on traffic on I-64, the Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to only approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the resultant decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings likely would be immediately offset by the induced demand of additional vehicles that would divert to the affected routes.

The alternative also assumes that CSX and NS will make the improvements to their lines that they have already programmed or have plans to implement in response to the projected future increase in tonnage at the Port of Virginia and the projected future increase in freight movements on their lines.

Note that the CSX rail line has a very high percentage of its tonnage devoted to coal being exported from US coal mines to the Port, and over 99% of coal is shipped by rail already. So while improvements to the CSX line would increase the tonnage of coal shipped by rail, since virtually all coal is shipped by rail now, this would not have a significant impact on truck volumes on I-64.

*Additional information will be provided regarding other goods shipped by rail.

Based on the previous investigations and very high percentage of tonnage dedicated to coal transport on the CSX line, this alternative was eliminated from further study.

3. [Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternatives 2A, 2B, and 3.](#)

Response - The EIS studies assume that if the I-64 facility is tolled (either tolling of the entire facility or tolling of the managed lanes), that all tolling will consist of overhead gantries and open road tolling only (i.e. all tolls would be collected at highway speeds). Drivers without toll tags will have their license plates recorded by video cameras and will then be mailed their bills. Therefore, the Draft EIS assumes that there will be no traditional toll plazas and none of the additional impacts/footprint associated with traditional toll plazas.

This would be similar to other all-electronic toll roads, such as the new Intercounty Connector (Route 200) in Montgomery/Prince George's County, Maryland. *Figure 8: Typical Section of a Toll Collection Station Using Overhead Gantries and All-Electronic Tolling* on page 20 of the *Alternatives Development Technical Memorandum* provides a typical section of an overhead gantry.

The tolling would be for all vehicles, in both directions, and for the entire length of the corridor from I-95 in Richmond to I-664 in Hampton. Toll gantries would be located on the I-64 mainline for every interchange-to-interchange segment of I-64

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

and are anticipated to be within the existing right of way for the majority of the project area except for the areas on the far eastern and western ends where additional right of way would be required for the improvements.

4. More detailed information on the parcels included in the right-of-way acquisition for the improvements recommended on the corridor as there is little information in the Right-of-Way Technical Memorandum besides number of parcels needed and number of individuals displaced.

Response - Construction of any of the proposed Build Alternatives would require the acquisition of additional right of way and the potential relocation of families, businesses and community facilities. The assumptions used to develop the right of way assessment are shown in the *Right of Way Technical Memorandum* beginning on page 4. As identified in the *Right of Way Technical Memorandum*, the right of way impacts were determined by overlaying each alternative footprint onto VDOT Geographic Information Systems (GIS) right of way boundary and parcel data provided by each locality along the corridor. The memorandum contains an estimate of the acreage of right of way that would be needed, the number of complete acquisitions (also called relocations) that would occur and the characteristics or types of those properties being relocated for each alternative.

The right of way estimates are conservative estimates and the actual number of acquisitions or relocations is expected to decrease as the project design is advanced and roadway right of way requirements are determined using more detailed information. The acreage of each type of parcel impacted within each District was added to the mainline right of way acreage for each type to yield a total acreage of anticipated right of way for each parcel category for each Build Alternative.

In order to develop costs, a planning level construction estimate for the entire project was developed using the VDOT Planning Level Costs Estimation Process. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from the VDOT Planning Level Costs Estimation Process. Using the total right of way estimates obtained for each alternative along the corridor, per District and per category, percentages of the overall total were then determined. This percentage was then multiplied by the low and high right of way and utility cost percentages of the overall construction cost and totaled for each alternative.

At this pointing the study process the project team did not contact local citizens to determine such factors as population per household, minority status, owner/rental status, or income. In addition, the project team did not contact individual businesses or non-profit organizations to determine the number of employees, members, minority status or owner/rental status. Once an alternative is selected and the project moves to the Design Plan phase, detailed design plans will be developed and a detailed right of way analysis will be prepared with the exact limits of right of way impacts. Property owners whose parcels will be impacted either as a whole or

partial acquisition by the proposed improvements will be contacted by VDOT or their representative at that time. Whether it is a whole or partial acquisition, the owner will be compensated for the fair market value of their parcel and improvements that will be acquired.

5. Request to VDOT for further information as to what constitutes a "partial acquisition" of public and private property.

Response - Whole acquisitions occur when a property can no longer be used for the purpose for which it was intended. This may be due to impacts to residential or business structures, utilities such as sewers or septic fields or access no longer being available to or from the property.

A partial acquisition of vacant land or land with improvements occurs where significant damages do not result to the remainder of the property, and the property is still usable for the purpose which it was intended. Partial acquisitions may not be identified with certainty at the location stage due to the lack of final construction and right of way limits. The owner is compensated for the fair market value of the portion of their parcel and minor improvements that will be acquired.

More detailed information regarding the VDOT Right of Way process and the Guide for Property Owners and Tenants can be found on the VDOT website by using the links shown below.

http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

http://www.virginiadot.org/business/resources/Right_of_way/RW_Manual02132012_TechRev.pdf

6. VDOT is requested to explain the planning level costs being presented for Alternatives 1A, 1B, and 3, which have almost identical cost ranges. Since Alternative 1A provides for an additional outside lane, while Alternatives 1B and 3 provide for an additional lane in the median, the cost for Alternatives 1B and 3 would seem to be significantly less due to lower right-of-way costs, while Alternative 1A would seem to cost significantly more due to right-of-way costs.

Response - The planning level estimates are a function of the amount of potential pavement estimated for each alternative. For the alternatives reviewed in this study, while the placement of pavement varies per alternative, the total amount of pavement estimated for the mainline improvements is very similar between the build alternatives. Given that the mainline improvements will not require significant right of way regardless of widening to the inside or outside, little difference between them is expected. Most of the right of way costs are at the improvements to the interchanges, which were assumed to be the same disturbance limits for each of the

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS


build alternatives. If the existing right of way was "tighter" on the outside of the corridor then we could expect a greater cost variance between the alternatives.

7. Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond.

Response – For the I-64 Peninsula Study, the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond was analyzed to the level of detail to determine the pavement widths required for the number of lanes needed. A Potential method of construction could include a phased construction method building 3-lanes of the new parallel bridge adjacent to the existing bridges to carry either east or west-bound traffic while one of the existing bridges is demolished and rebuilt. Traffic would then be shifted to the newly constructed bridge while the second existing bridge is demolished. This would allow space for the two newly constructed bridges to be completed by widening them to accommodate the design year typical sections. Another method could be to designate one of the existing bridges as a two-way bridge while the other is torn down and rebuilt. This new bridge could then serve as a two-way bridge while the old bridge is torn down and rebuilt. There would be extensive rework needed at the City side to connect the interchange ramps between I-64 and I-95 using temporary pavement to whichever bridge remains while the first one is reconstructed, and vice versa. At this point in the project development process there have been no details developed with regard to bridge type, size location and the sequence of construction due to the vast number of unknowns and assumptions used at a planning level corridor study.

Once the project moves to the Design Phase, detailed plans for both bridges and approaches as well as the sequence of construction and maintenance of traffic will be developed with coordination between VDOT and the City to ensure the necessary guidelines and requirements are met.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

February 6, 2013

Kathleen S. Kilpatrick, State Historic Preservation Officer
Attn. Marc Holma
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Effect Determination
VDOT Project No. 0064-M11-002, P101; UPC No. 92212
VDHR File No. 2008-1573

Dear Mr. Holma:

As anticipated in our letter of July 25, 2012, the Virginia Department of Transportation (VDOT), on behalf of the Federal Highway Administration (FHWA), is hereby consulting with your agency on the potential effects of proposed improvements to I-64 within a study area extending from I-664 in the City of Hampton to I-95 in the City of Richmond.

Previous Consultation Findings

1. Redoubt 9 of the Williamsburg Battlefield (VDHR No. 44YO0051) is considered eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and D, and is important chiefly for the information it contains (Letter of June 2, 2009).
2. Except for Redoubt 8 of the Williamsburg Battlefield (VDHR No. 44YO0050) and the map-predicted, but as-yet unverified Shockoe Hill Burying Ground, all significant archaeological sites present within the undertaking's Area of Potential Effects (APE) are important chiefly for the information they may contain (Letter of May 21, 2012).
3. Amongst the buildings surveyed within the undertaking's Area of Potential Effects (APE), only Cedar Knoll (Henrico County, VDHR No. 043-0078) is considered eligible for listing in the NRHP. An additional building, 4430 Cedar Point Lane in James City County (VDHR No. 047-5141), requires additional information to conclusively determine its NRHP eligibility (Letters of May 13, 2011 and June 8, 2012).
4. The historic property boundaries recommended by the American Battlefield Protection Program (ABPP) for 10 battlefields within or near the undertaking's APE are appropriate for use in Section 106 consultation. Further, neither the Big Bethel Battlefield (VA003; VDHR No. 114-5297) nor the Oak Grove Battlefield (VA015; VDHR No. 043-5079) are considered historic properties (Letter of July 25, 2012).

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

February 6, 2013
Page 2 of 8

Proposed Capacity Improvement Candidate Build Alternatives

Three candidate build alternatives (Attachments) along with the No-Build Alternative have been carried forward in the I-64 corridor study as follows:

- Alternative 1A/2A – Outside widening of one to three additional lanes depending on location.
- Alternative 1B/2B – Widening in the median of one to three additional lanes depending on location.
- Alternative 3 – “Managed Lanes”, including (varying by location) two reversible lanes in the median, one to two through lanes in the median, or two through lanes in the median with one additional westbound lane.

It is anticipated that all of the build alternatives can be constructed primarily within existing I-64 highway right-of-way (ROW) with the exception of the modifications at the urban areas located at the western end in the City of Richmond and at the eastern end in the Cities of Newport News and Hampton. The I-64 mainline areas which may require additional right-of-way include both eastbound and westbound between Exits 190 (I-95) and Exit 192 (Mechanicsville Turnpike), eastbound from mile post 257 to mile post 259.5 and westbound from Exits 264 (I-664) to Exit 258 (J. Clyde Morris Blvd). The need for additional right-of-way is also anticipated for 18 of the 25 existing interchanges. Note that the APE used to identify historic properties potentially affected indirectly by the undertaking has been sufficiently generous to accommodate these localized areas where additional ROW may be needed.

Potential Effects: Archaeology

The archaeological assessment conducted for the undertaking concluded that any significant archaeological sites that may be present within the APE would be important chiefly for the information they contain. The exceptions to that conclusion are Redoubt 8 of the Williamsburg Battlefield (44YO0050) and the map-predicted, but as-yet unverified Shockoe Hill Burying Ground, both of which are discussed below. Comprehensive efforts to identify National Register-eligible archaeological sites will be performed in consultation with your office and other consulting parties through commitments defined in a Programmatic Agreement (PA) concluding the Section 106 process for this undertaking. It can be assumed that any of the candidate build alternatives may diminish the location, materials, and association of such archaeological properties.

Potential Effects: Specific Historic Properties and Effects (east to west)

The following historic properties are present within or near the undertaking's APE and the potential alterations or diminutions to their historic integrity are summarized for each property.

Yorktown Battlefield (VA009; VDHR No. 099-5283; Dam No. 1): The edge of the Dam No. 1 core area is located approximately one-half mile east-northeast from the outer edge of Alternatives 1A/2A (2-lane outside widening) and is separated from the undertaking by Jefferson Avenue (Rt. 143) and by Newport News Park (including modern recreational facilities). These features, including the modern interstate highway, have altered and diminished the historic setting or feeling of this discontinuous core area of the Yorktown Battlefield and that battlefield as a whole. The proposed improvements to I-64 therefore will not diminish any remaining historic setting or feeling associated with the engagement of forces at Dam No. 1 that occurred on April 16, 1862 and with the Yorktown Battlefield as a whole.

Yorktown Battlefield (VA009; VDHR No. 099-5283; Lee's Mill): The edge of the Lee's Mill core area is located approximately 850 feet west-southwest from the outer edge of Alternatives 1A/2A (2-lane outside widening) and is separated from the undertaking by the CSX Railroad, the 20th-century bridge carrying Fort Eustis Boulevard (Rt. 105) over that railroad, and a portion of the Lee Hall Reservoir. These features, including the modern interstate highway, have altered and diminished the Civil-War-era setting and feeling of this discontinuous core area of the Yorktown Battlefield and that battlefield as a whole. The undertaking, therefore, will not diminish any remaining historic setting or feeling associated with the engagement of forces at Lee's Mill that occurred on April 5 and 16, 1862 and with the Yorktown Battlefield as a whole.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

February 6, 2013
Page 3 of 8

Williamsburg Battlefield (VA010; VDHR No. 099-5282): The ABPP-proposed NRHP boundaries are located northeast of existing I-64 and outside of (adjacent to) existing highway right-of-way. The presence of the modern interstate highway has altered and diminished the Civil War setting and feeling of this historic property. It is anticipated that Alternatives 1A/2A (1-lane outside widening) can be accomplished within existing highway right-of-way and therefore the undertaking will not diminish any remaining historic setting or feeling associated with the Williamsburg Battlefield.

Williamsburg Battlefield Redoubt 8 (44YO0050): Redoubt 8 is situated approximately 30 yards outside of existing I-64 right-of-way. The presence of the modern interstate highway has altered and diminished the Civil War setting and feeling of this well-preserved earthwork on its northeastern side and separated it from the ABPP-proposed NRHP boundaries for the battlefield as a whole. It is anticipated that Alternatives 1A/2A (1-lane outside widening) can be accomplished within existing highway right-of-way. In addition, a deceleration lane for the Rt. 199 interchange to the east can be shortened to avoid any diminishment of Redoubt 8's historic integrity. The undertaking, therefore, will not diminish any remaining historic location, setting, feeling, design, materials, workmanship, or association of Redoubt 8.

Williamsburg Battlefield Redoubt 9 (44YO0051): The archaeological remnants of Redoubt 9 are located in the median of I-64 and are important chiefly for information. Alternatives 1A/2A (1-lane outside widening) will not alter any remaining historic integrity of Redoubt 9. However, Alternatives 1B/2B and Alternative 3 (1-lane in each direction inside widening) will result in the destruction of this site, potentially mitigated in part by archaeological data recovery. Alternatives 1B/2B and 3, therefore, will diminish any remaining historic location, design, materials, workmanship, and association of substantially disturbed earthwork.

Colonial Parkway (VDHR No. 047-0002): The undertaking's proposed alternatives (1A/1B, 2A/2B, and 3) will add one through lane in each direction either on the outside of I-64 or in the median. Any of these alternatives will require each of the existing bridges over the Colonial Parkway to be widened by approximately 12 feet to accommodate one lane. Both bridges were constructed in the mid-1960s and are considered non-contributing resources in the Colonial Parkway's NRHP nomination. There is space in the median to accommodate potential widening without effectively creating a "tunnel" over the Colonial Parkway, and there is sufficient right-of-way to accommodate a widening to the outside. For any of the alternatives, the existing bridges (concrete rigid-frame structures, brick clad) can be widened in-kind with compatible design features and brick cladding. The undertaking therefore will alter, but not diminish the historic design, materials, workmanship, setting, or feeling of the NRHP-listed Colonial Parkway, conditioned upon continued consultation with the National Park Service and the Virginia SHPO during the design process.

4430 Cedar Point Lane (VDHR No. 047-5141): This Victorian dwelling is located approximately 600 feet from I-64 and approximately 900 feet from the I-64/Croaker Road interchange. In addition, it is separated from both I-64 and the interchange by a secondary road (Cedar Point Lane, Rt. 609). Given these conditions, none of the undertaking's proposed alternatives likely will alter and certainly not diminish this property's historic setting or feeling should it be considered eligible for the NRHP.

Cold Harbor Battlefield (VA062; VDHR No. 042-5017): The undertaking's proposed improvements to I-64 in the vicinity of this property will consist of one additional through-lane westbound and two additional through-lanes eastbound transitioning to one additional lane east of the Bottoms Bridge Interchange. Though this area is within the ABPP-recommended NRHP boundaries, the core area is located several miles to the northwest. The historic setting and feeling of this portion of the Cold Harbor Battlefield has already been substantially altered and diminished by the existing interstate highway, the modern configuration of Rts. 60 and 249, and modern residential and commercial development. Capacity improvements either to the outside of I-64 or in the median can be accomplished within the existing highway right-of-way and will not further diminish the already diminished historic setting and feeling in this isolated southeastern margin of the battlefield.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

February 6, 2013
Page 4 of 8

Cedar Knoll (043-0078): The consensus NRHP boundaries for this property are over 200 feet through forest from the existing edge of I-64 eastbound lanes. The Cedar Knoll house itself is more than 500 feet through forest from the existing edge of I-64 eastbound lanes and the dwelling is oriented strongly away from I-64 toward Old Williamsburg Road. Alternatives 1A/2A (2-lane outside widening) will require 24 feet of additional pavement beyond the existing infrastructure, all within existing highway right-of-way and a fraction of the distance from the outer edge of Cedar Knoll's NRHP boundaries. The undertaking, therefore, will not diminish the historic setting and feeling of Cedar Knoll.

Savage's Station Battlefield (VA019; VDHR No. 043-308): The undertaking's capacity improvements for I-64 will require one additional through-lane westbound and one additional lane eastbound (west of the I-295 interchange) transitioning to two additional lanes (east of the I-295 interchange). The undertaking passes irregularly through the ABPP-proposed NRHP boundaries for this property, the setting of which is described by the ABPP as "altered and fragmented, leaving some essential features". The existing setting of the Savage's Station Battlefield is dominated by I-64, I-295, and the expansive interchange of those two highways. The proposed capacity improvements, either in the median or to the outside, will be implemented within existing highway right-of-way and will not further diminish the already substantially diminished historic setting and feeling of the battlefield.

Seven Pines Battlefield (VA014; VDHR No. 043-5081): Like the Savage's Station Battlefield, the ABPP describes the Seven Pines Battlefield as "altered and fragmented, leaving some essential features". The undertaking passes irregularly through the ABPP-proposed NRHP boundaries for this property, the setting and feeling of which has been substantially diminished by the existing interstate highway and adjacent commercial and residential development immediately outside the highway right-of-way. The proposed capacity improvements will require one additional through lane in each direction in this area and this can be accomplished within existing highway right-of-way. Given the level of existing diminishment of historic setting and feeling, none of the alternatives will further diminish any remaining integrity of historic setting or feeling.

Fair Oaks and Darbytown Road Battlefield (VA080; VDHR No. 043-5073): The ABPP-recommended NRHP boundaries for this property are located several miles south of the I-64 study area and the battlefield is generally described by the ABPP as "altered and fragmented, leaving some essential features". Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

Garnett's and Golding's Farms Battlefield (VA018; VDHR No. 043-5273): The ABPP-recommended NRHP boundaries of this property are located considerably north of I-64 and the ABPP otherwise describes this battlefield as "altered and fragmented, leaving some essential features". Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

Chaffin's Farm and New Market Heights Battlefield (VA075; VDHR No. 043-0307): The ABPP-recommended NRHP boundaries for this battlefield are many miles south of I-64. Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

February 6, 2013
Page 5 of 8

Chestnut Hill/Plateau Historic District (127-0343): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the district have been substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Shockoe Hill Burying Ground (no VDHR Inventory Number): The Shockoe Hill Burying Ground was established in 1816 by the City of Richmond as a cemetery for its African-American population (both enslaved and free) after the burying ground in Shockoe Bottom reached capacity (Clark 2012). Documentary evidence indicates that it was located east/southeast of the Hebrew Cemetery at the edge of Shockoe Hill at the northeast quadrant of 5th and Hospital Streets (prior to the extension of 5th Street in that area). Though there is little documentation concerning its actual use or configuration, it appears that graves may have been located where 5th Street is presently located, under the auto repair shop east of 5th Street, and some distance down the slope towards the I-64 right-of-way and north (down slope) from the Hebrew Cemetery toward Bacon's Quarter Branch. This area has suffered considerable disturbance by the grading performed for the extension of 5th Street in 1890, by construction of the auto repair shop after 1960, by construction of I-64, and is shown as exposed and severely eroded in a 1936 aerial photograph. In addition a significant amount of fill has been placed between the auto repair shop and the I-64 right-of-way that blocks access to the slope of Shockoe Hill shown as exposed and severely eroded in 1936. VDOT performed auger testing along the western edge of the I-64 right-of-way to determine subsurface conditions at the point where the fill slope transitions to the highway corridor. The results of that investigation are included with this letter (Attachment). Auger testing verified extensive disturbance within the I-64 right-of-way. The testing also documented the likely presence of sulphidic (highly acidic) soils, a potential explanation for the exposed and heavily eroded conditions shown on the 1936 aerial photograph. While no empirical evidence of the Shockoe Hill Burying Ground has been found to date, it is prudent to view the area underneath the fill and around the auto repair shop as an area of archaeological sensitivity where human remains may be, or may once have been located.

It is anticipated that the improvements with all of the candidate build alternatives to I-64 at this location will involve adding additional capacity to both the westbound (two lanes) and eastbound bridges (three lanes). Both structures are rated in "poor" condition and likely will be replaced. To do so, existing westbound traffic likely would be detoured onto a new structure east of the eastbound bridge allowing the current westbound structure to be demolished and replaced with a new bridge within existing highway right-of-way. The specific design of the replacement bridges likely can be adjusted to avoid or minimize further disturbance to graves that are unlikely to remain in-situ within current right-of-way given the extensive disturbance, especially by designing and building the project in such a manner as to maximize use of areas already disturbed and by avoiding impacts to deposits underneath the fill covering the slope of Shockoe Hill. Though no alteration or diminishment of historic location, setting, feeling, design, materials, workmanship, and association can be anticipated at this time based on existing empirical evidence, VDOT will be conducting additional archaeological testing in this area to more conclusively determine if any evidence of the historic property remains and to better define potential design requirements.

Shockoe Hill Cemetery (VDHR No. 127-0389): The boundaries for this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Shockoe Hill Cemetery toward I-64 (distant by approximately 300 feet) have already been altered by the I-64/I-95 interchange and a 20th-century commercial building (VDHR No. 127-6659 [not NRHP-eligible]). None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Hebrew Cemetery (VDHR No. 127-6166): The boundaries for this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Hebrew Cemetery toward I-64 are more immediately dominated by 5th Street, the modern 5th Street Bridge, and a 20th-century auto repair shop (VDHR No. 127-6660 [not NRHP-eligible]). None of the candidate build alternatives will further alter the historic setting or feeling of this property.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

February 6, 2013
Page 6 of 8

Sixth Mount Zion Baptist Church (VDHR No. 127-0472): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Sixth Mount Zion Baptist Church is already substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

St. Luke Building (VDHR No. 127-0352): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the St. Luke Building is already substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Jackson Ward Historic District and Expansions (VDHR No. 127-0237): The boundaries of this NRHP-listed property are outside of the limits for the candidate build alternatives. Further, the historic setting and feeling of the district are already substantially diminished by existing I-64 and I-95. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Effect Determination

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800, VDOT has applied the criteria of adverse effect to the undertaking. (See below Summary Table).


Property Name	VDHR No.	Alteration/Diminishment
Yorktown Battlefield, Including Dam No. 1	VA009; 099-5283;	Alteration without Diminishment
Yorktown Battlefield, Including Lee's Mill	VA009; 099-5283	Alteration without Diminishment
Williamsburg Battlefield	VA010; 099-5282	Alteration without Diminishment
Williamsburg Battlefield Redoubt 8	44YO0050	Alteration without Diminishment
Williamsburg Battlefield Redoubt 9	44YO0051	Alteration with Diminishment
Colonial Parkway	047-0002	Alteration without Diminishment
4430 Cedar Point Lane	047-5141	Alteration without Diminishment
Cold Harbor Battlefield	VA062; 042-5017	Alteration without Diminishment
Cedar Knoll	043-0078	Alteration without Diminishment
Savage's Station Battlefield	VA019; 043-308	Alteration without Diminishment
Seven Pines Battlefield	VA014; 043-5081	Alteration without Diminishment
Fair Oaks and Darbytown Road Battlefield	VA080; 043-5073	Alteration without Diminishment
Garnett's and Golding's Farms Battlefield	VA018; 043-5273	Alteration without Diminishment
Chaffin's Farm and New Market Heights Battlefield	VA075; 043-0307	Alteration without Diminishment
Chestnut Hill/Plateau Historic District	127-0343	No Alteration
Shockoe Hill Burying Ground	No VDHR Inventory Number	To Be Determined
Shockoe Hill Cemetery	127-0389	No Alteration
Hebrew Cemetery	127-6166	No Alteration
Sixth Mount Zion Baptist Church	127-0472	No Alteration
St. Luke Building	127-0352	No Alteration
Jackson Ward Historic District and Expansions	127-0237	No Alteration
NRHP-Eligible Archaeological Properties	To Be Determined	Alteration with Diminishment

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

February 6, 2013
Page 7 of 8

As defined in 36 CFR 800.16(i) an effect is an "alteration to the characteristics of an historic property qualifying it for inclusion in or eligibility for the National Register." The effect is adverse when the alteration results in a diminishment of the property's integrity of location, design, setting, materials, workmanship, feeling, or association (36 CFR 800.5(a)(1)). VDOT has determined that the undertaking as a whole will have an adverse effect on historic properties, specifically due to the possible removal of the archaeological remnants of Redoubt 9 (Williamsburg Battlefield; 44YO0051) and the diminishment of historic location, materials, and association to significant archaeological sites in the corridor that have yet to be identified. In addition, the undertaking will alter, but not diminish the historic setting and feeling of certain other historic properties discussed in this letter. VDOT believes that all effects on historic properties can be resolved through development and execution of a Programmatic Agreement for this undertaking in consultation with your office and other consulting parties. VDOT invites you to concur with this determination.

Sincerely yours,

 Antony F. Opperman
 Preservation Program Manager

Attachments:
 Alternative Build Alternatives
 Auger Testing Memorandum

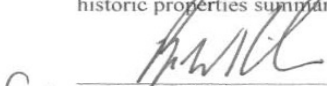
Reference Cited:
 Clark, Sarah M.
 2012 Slave and Free Black Burying Ground. In *Archaeological Potential Assessment of the Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia*, by Mike Klein, Marco A. Gonzalez, and Michael L. Carmody. Prepared by Dovetail Cultural Resource Group for the Virginia Department of Transportation and McCormick Taylor, Inc.

cc: Tom Flynn, City of Richmond; David Ruth and Bob Krick, NPS Richmond National Battlefield Park; Dan Smith, NPS Colonial National Historical Park; Tanya Gossett, NPS American Battlefield Protection Program; Paul Holt and Allen Murphy, James City County; James McReynolds, York County; Kelli L. Z. Le Duc, New Kent County; Mark Duncan, Colonial Williamsburg Foundation; Josh Gillespie, Fort Monroe Authority; Neale Wright, Cedar Knoll Property Owner

VirginiaDOT.org
 WE KEEP VIRGINIA MOVING

February 6, 2013
Page 8 of 8

CONCURRENCE:
 The Virginia State Historic Preservation Officer (SHPO) hereby concurs with VDOT's finding that the Candidate Build Alternatives for capacity improvements to I-64 (VDOT UPC No. 92212; VDHR No. 2008-1573), as described above, will have an adverse effect on historic properties. The adverse effect is due specifically to the possible removal of the archaeological remnants of Redoubt 9 (Williamsburg Battlefield; 44YO0051) and the diminishment of historic location, materials, and association to significant archaeological sites in the corridor that have yet to be identified. The SHPO also concurs with VDOT's findings concerning the undertaking's potential to alter and/or diminish the integrity of the other identified historic properties summarized in the previous table.

 3/8/13
 Kathleen S. Kilpatrick
 Virginia SHPO
 Date

VirginiaDOT.org
 WE KEEP VIRGINIA MOVING

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Page 1 of 3

Coleman, Kelly S.

From: Harris, Ron [reharris@nngov.com]
Sent: Friday, April 12, 2013 8:34 AM
To: Smizik, Scott (VDOT)
Cc: Morris, Dave; Rich, Andrew
Subject: RE: I-64 widening study; Lee Hall reservoir

Thanks for the update Scott-

We appreciate the opportunity to provide VDOT with our concerns during your planning and impact-study phase. The I-64 widening project will cross Lee Hall reservoir (LHR) and the major tributaries of Lebanon and Curtis Run. As you are aware, LHR is one of two terminal drinking water reservoirs serving most of the lower Peninsula. Our terminal reservoirs store and supply water directly to the drinking water treatment plants (WTPs). The tributaries supply natural flows and serve as conduits for water transferred to the terminal reservoirs from our western storage reservoirs and/or the Chickahominy River. During the summer and fall seasons, a high percentage of the water stored in LHR is provided via transfers that use these tributaries. The hydraulic retention time in LHR ranges from 3 to 5 weeks depending on demand at the WTP.

Protection of both the tributaries and LHR from sedimentation and runoff associated with the construction activities is our primary concern, especially given the duration of construction for complex transportation projects. We realize that it is difficult to design and implement fool-proof protections but we are recommending you consider designing for the highest possible storm intensity based on the sensitivity of the receiving waters. Adequate inspection will also be key to ensuring that construction activities do not result in turbidity or sedimentation issues. We would expect that the erosion and sediment control measures include booms capable of containing turbid runoff should the land-based measures fail, or prove inadequate. We may also want to consider a bathymetric survey for some portions of the reservoir to document depth (for boom deployment) and sediment thickness prior to construction. Fuel storage and handling for construction equipment will need to consider proximity to the reservoir and we would suggest that fuel related activities be limited to areas outside of the LHR watershed. Note also that the Jones Run crossing and basin east of the Fort Eustis Blvd I-64 interchange is diverted to below the LHR dam.

In addition to our concerns during construction, we would like to offer our reservoir modeling data for your use during design of the crossing(s). In response to new VA dam safety regulations and as part of our climate-ready preparedness we are completing our final designs for major upgrades to our LHR dam and spillways. We have evaluated the probable maximum flood (PMF) and other flood flows for our current and future dam/spillway configurations. We can also provide an estimated schedule for bidding and construction of the dam project. In summary, pending regulatory permit approval, LHR will be operated as a single reservoir pool following the upgrades. Currently we have a lower pool south of the CSX tracks, and a higher pool north of the CSX tracks including the I-64 corridor. Our modeling includes reservoir level predictions over a range of potential flood flows, using improved methodology for our watershed characteristics.

4/17/2013

Page 2 of 3

Lastly, it is our preference that the crossing of LHR be designed to take advantage of the existing median areas in lieu of adding embankment areas to accommodate the new lanes. This will minimize impacts to our shoreline and near-shore habitat areas. We hope this information is helpful as you continue with the planning and design of this important project.

Ron Harris, PG
 Chief of Water Resources

Newport News Waterworks
Quality. Reliability. Community.

757.926.1097
 757.504.7535 cell
 757.926.1168 fax

From: Smizik, Scott (VDOT) [mailto:Scott.Smizik@vdot.virginia.gov]
Sent: Thursday, April 11, 2013 8:34 AM
To: Harris, Ron
Cc: Morris, Dave; Rich, Andrew
Subject: RE: I-64 widening study; Lee Hall reservoir
Importance: High

Good morning Ron -

Thanks for your email. We are under a bit of a time crunch right now, so an email would be great. If you would like to follow up with a letter, that is fine. We greatly appreciate you taking the time to review and provide comments.

As you may be aware, the Draft EIS was made available for public review from November 2, 2012 through January 7, 2013. The City of Newport News provided formal comment on the project during that time; however, the U.S. Army Corps of Engineers and Environmental Protection Agency provided comment asking us to see specific comments from the Newport News reservoir. This led us to reach out to your team.

We are currently responding to comments and drafting the Final EIS. We anticipate having a Final EIS available for public review by the end of this year. For more information on the project, you may want to check out the project web site at: http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

Thank you again for your assistance in this process. If you have any questions or require additional information, please do not hesitate to call or email.

Scott Smizik
 Location Studies Project Manager
 Virginia Department of Transportation
 Environmental Division
 1401 East Broad Street
 Richmond, Virginia 23219
 Voice: (804) 371-4082
 Cell: (804) 338-7083
 Fax: (804) 786-7401
Scott.Smizik@VDOT.Virginia.gov

4/17/2013

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Page 3 of 3

From: Harris, Ron [<mailto:reharris@nngov.com>]
Sent: Wednesday, April 10, 2013 4:06 PM
To: Smizik, Scott (VDOT)
Cc: Morris, Dave; Rich, Andrew
Subject: I-64 widening study; Lee Hall reservoir

Scott-

Andrew Rich relayed a message that VDOT is doing some planning work related to widening of I-64, including the crossing of our drinking water reservoir at primary tributary in Lee Hall. We would like to provide you with some planning-level information and considerations to make sure that you are aware of the relatively unique nature of this portion of this reach of the interstate. This would include our plans for upgrading our outlet works for the reservoir that will have some bearing on the normal and flood stage levels in the reservoir.

Would you prefer a letter from Waterworks, or is an email adequate for our response? We were also curious where you are with the scoping and evaluations that would be part of the EIS process for this work. Thanks again the opportunity to coordinate with VDOT on this important project.

Ron Harris, PG
Chief of Water Resources

Newport News Waterworks
[Quality. Reliability. Community.](#)

757.926.1097
757.504.7535 cell
757.926.1168 fax

4/17/2013

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. James Wilson
Director
City of Hampton Parks and Recreation
Bluebird Gap Farm
22 Lincoln Street, 5th Floor
Hampton, Virginia 23669

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton

Dear Mr. Wilson:

As you know, the Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

Specifically, the study is evaluating widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

Despite these efforts, it is anticipated that the roadway improvements would result in a minor use of Bluebird Gap Farm, which is a property subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. The proposed project alternatives would require increasing the width of existing right of way by up to 110 feet along the section of I-64 which borders Bluebird Gap Farm.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Wilson
p. 2 of 4

As shown in the enclosed detail map prepared for your reference, the estimated right of way needed from Bluebird Gap Farm ranges from approximately 3.00 to 7.42 acres. A definitive calculation of areas needed for temporary and permanent uses will be completed when more detailed design information is available.

Under Section 4(f) of the Department of Transportation Act of 1966, as amended, FHWA may approve a transportation project requiring the use of public parks, recreation areas, wildlife and/or waterfowl refuges, and historic sites only if: (1) there is no prudent and feasible alternative to using that land; and (2) the project includes all possible planning to minimize harm to the park or historic site resulting from the use; or the project will have a *de minimis* impact on the resource.

In order for FHWA to make a finding of *de minimis* impact for publicly owned parks and recreational areas, the following must be demonstrated:

1. The proposed use of the property must not adversely affect the activities, features, or attributes of the resource.
2. There must be public notice and opportunity for public review and comment. VDOT has offered the public an opportunity to review and comment on the effects of the project on the park's activities, features, and attributes at the Draft Environmental Impact Statement (EIS) level. This was accomplished through a published public notice and review period consistent with federal guidelines. Substantive public comments received on the Draft EIS and the Department's responses will also be made available for review as part of the Final EIS.
3. Officials with jurisdiction over the park or recreational area must concur that the project will not adversely affect the activities, features, and attributes of the resource.

The Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at the park.

Based on the information compiled in this study and the substantive public comments received during public review of the Draft EIS, VDOT and FHWA believe the proposed project, which would use property from the Bluebird Gap Farm, would not adversely affect the activities, features, and attributes of the park and request that the City of Hampton Parks and Recreation concur with this determination using the signature block at the end of this letter. If the City of Hampton Parks and Recreation concurs with this determination, it is FHWA's intent to make a Section 4(f) finding of *de minimis impact* for the Bluebird Gap Farm.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Wilson
p. 3 of 4

If you concur with our assessment, please return the signed concurrence block to me by email (Scott.Smizik@vdot.virginia.gov) or fax (804-786-7401) at your earliest convenience, but no later than May 17, 2013. If you have any questions or need additional information, please call me at 804-371-4082. I appreciate your assistance and prompt attention to this matter.

Sincerely,



Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

**CITY OF HAMPTON PARKS AND RECREATION CONCURRENCE WITH
FHWA SECTION 4(f) APPLICABILITY CRITERIA FOR DE MINIMIS
IMPACTS ON BLUEBIRD GAP FARM**

For the proposed construction of the Interstate 64 Peninsula Study, which involves widening Interstate 64 from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton; the City of Hampton Parks and Recreation has determined that based upon current design information and the commitment on the part of the Virginia Department of Transportation (VDOT) to minimize disturbance within the park, impacts to the Bluebird Gap Farm property that could be expected to result from the project would not adversely affect activities, features, and attributes of the park. The City of Hampton Parks and Recreation hereby acknowledges that VDOT has provided notice and opportunity for public review and comment, consistent with federal guidelines. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. This concurrence is provided with the understanding that further design information is to be provided to the City of Hampton Parks and Recreation by VDOT during project development. Furthermore, additional consultation between the City of Hampton Parks and Recreation and VDOT will ensure that prior to granting any temporary or permanent property interests, harm to park property by the proposed project would be minimized and that the conditions upon which this concurrence is based have not changed.

5-7-13



[Date]

[Signature of official with jurisdiction]

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. Andy Lunsford
Park Operations Superintendent
City of Newport News
Department of Parks, Recreation & Tourism
Newport News Park
13560 Jefferson Avenue
Newport News, VA 23603

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton

Dear Mr. Lunsford:

As you know, the Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

Specifically, the study is evaluating widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

Despite these efforts, it is anticipated that the roadway improvements would result in a minor use of Newport News Park, which is a property subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. The proposed project alternatives would require increasing the width of existing right of way by up to 150 feet

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Lundsford
p. 2 of 4

along the mainline of I-64 and an additional 75 to 320 feet at different locations within the Fort Eustis Boulevard interchange area. As shown in the enclosed detail map prepared for your reference, the estimated right of way necessary for the project is approximately 27 acres, which includes area from the Newport News Park and Lee Hall Reservoir. A definitive calculation of areas needed for temporary and permanent uses will be completed when more detailed design information is available.

Under Section 4(f) of the Department of Transportation Act of 1966, as amended, FHWA may approve a transportation project requiring the use of public parks, recreation areas, wildlife and/or waterfowl refuges, and historic sites only if: (1) there is no prudent and feasible alternative to using that land; and (2) the project includes all possible planning to minimize harm to the park or historic site resulting from the use; or the project will have a *de minimis* impact on the resource.

In order for FHWA to make a finding of *de minimis* impact for publicly owned parks and recreational areas, the following must be demonstrated:

1. The proposed use of the property must not adversely affect the activities, features, or attributes of the resource.
2. There must be public notice and opportunity for public review and comment. VDOT has offered the public an opportunity to review and comment on the effects of the project on the park's activities, features, and attributes at the Draft Environmental Impact Statement (EIS) level. This was accomplished through a published public notice and review period consistent with federal guidelines. Substantive public comments received on the Draft EIS and the Department's responses will also be made available for review as part of the Final EIS.
3. Officials with jurisdiction over the park or recreational area must concur that the project will not adversely affect the activities, features, and attributes of the resource.

The Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at the park.

Based on the information compiled in this study and the substantive public comments received during public review of the Draft EIS, VDOT and FHWA believe the proposed project, which would use property from the Newport News Park, would not adversely affect the activities, features, and attributes of the park and request that the City of Newport News Department of Parks, Recreation & Tourism concur with this determination using the signature block at the end of this letter. If the City of Newport News Department of Parks, Recreation & Tourism concurs with this determination, it is FHWA's intent to make a Section 4(f) finding of *de minimis impact* for the Newport News Park.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Lundsford
p. 3 of 4

If you concur with our assessment, please return the signed concurrence block to me by email (Scott.Smizik@vdot.virginia.gov) or fax (804-786-7401) at your earliest convenience, but no later than May 17, 2013. If you have any questions or need additional information, please call me at 804-371-4082. I appreciate your assistance and prompt attention to this matter.

Sincerely,



Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

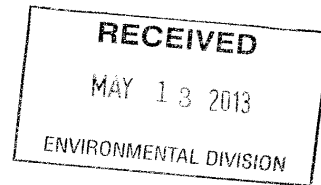
APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

City of Newport News
Virginia



Department of
Parks, Recreation, and Tourism

May 8, 2013



Mr. Scott Smizik, AICP
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Mr. Smizik:

Please consider this correspondence regarding the improvements to the Interstate 64 corridor in the vicinity of Newport News City Park. Our mission is to provide quality recreational opportunities to the citizens and visitors of Newport News. We understand the need for the improvements of the interstate, but with the park annual visitation estimated over 1 million people, we are concerned with the overall impact these improvements may have on recreational opportunities. The area of most concern to us is the potential land take of 2.31 acres near the intersection of Ft. Eustis Boulevard (Route 105) and Jefferson Avenue (Route 143). We currently have a large marquee sign at that intersection where we post park events and announcements. In addition, we use that area behind the sign for special event traffic and parking, and that area is also the location of our disc golf course. While the other land take areas of the project may affect some recreational opportunities, this 2.31 acres may create the largest interruption to park visitation and activities.

If you are not aware, the north side of the Lee Hall Reservoir is the location of our 188 site campground. While it does not appear the project will impact the campground, trails or other facilities located on the north side of the reservoir; we want to ensure the fishing and boating opportunities on the reservoir are not reduced (i.e. bridge crossings, boat ramps, parking, and our floating docks).

If the project does evolve, we look forward to working with VDOT to minimize any potential impacts on Newport News Park and watershed property.

Sincerely,

Andy Lunsford
Park Operations Superintendent

SAL:al

Newport News Park • 13560 Jefferson Avenue • Newport News, VA 23603 • (757) 886-7912, FAX 886-7981

CITY OF NEWPORT NEWS DEPARTMENT OF PARKS, RECREATION & TOURISM CONCURRENCE WITH FHWA SECTION 4(f) APPLICABILITY CRITERIA FOR DE MINIMIS IMPACTS ON THE NEWPORT NEWS PARK

For the proposed construction of the Interstate 64 Peninsula Study, which involves widening Interstate 64 from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton; the City of Newport News Department of Parks, Recreation & Tourism has determined that based upon current design information and the commitment on the part of the Virginia Department of Transportation (VDOT) to minimize disturbance within the park, impacts to the Newport News Park property that could be expected to result from the project would not adversely affect activities, features, and attributes of the park. The City of Newport News Department of Parks, Recreation & Tourism hereby acknowledges that VDOT has provided notice and opportunity for public review and comment, consistent with federal guidelines. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. This concurrence is provided with the understanding that further design information is to be provided to the City of Newport News Department of Parks, Recreation & Tourism by VDOT during project development. Furthermore, additional consultation between the City of Newport News Department of Parks, Recreation & Tourism and VDOT will ensure that prior to granting any temporary or permanent property interests, harm to park property by the proposed project would be minimized and that the conditions upon which this concurrence is based have not changed.

5/8/13

[Date]

[Signature of official with jurisdiction]

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. Daniel Smith
Superintendent
National Park Service
Colonial National Historical Park
P.O. Box 210
Yorktown, Virginia 23690

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton

Dear Mr. Smith:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

As a cooperating agency in the preparation of the Environmental Impact Statement (EIS) that is being prepared for this project, the National Park Service has been invited to attend public meetings held for the project and to provide comments on the Draft EIS. In addition, representatives from VDOT met with your staff and NPS staff at Richmond National Battlefield Park in April 2012.

As you know, the EIS evaluates widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

During previous consultation with your office, there was some uncertainty expressed by both VDOT and the National Park Service as to the official ownership of the land surrounding the I-64 crossing of the Colonial Parkway and the Colonial National Historical Park (NHP). Based on this

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Smith
p. 2 of 2

uncertainty, the Draft EIS identified the Colonial Parkway and Colonial NHP as properties subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. Upon further review, we have identified the enclosed Highway Deed which describes and illustrates right of way granted to VDOT over and surrounding the Colonial Parkway and Colonial NHP. Based on this document, we believe that the proposed roadway improvements along that corridor would fall within VDOT right of way, thereby avoiding a Section 4(f) use of both the Colonial Parkway and Colonial NHP. The enclosed figure illustrates the project location in relation to the defined right of way described in the Highway Deed.

As you know, the Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at Colonial Parkway and/or Colonial NHP.

The Final EIS is currently being prepared and the Section 4(f) Chapter will be revised to reflect that the potential roadway improvements near the Colonial Parkway and Colonial NHP would not represent a Section 4(f) use.

In addition to completing consultation under Section 4(f), VDOT is drafting a Programmatic Agreement (PA), in consultation with the Virginia Department of Historic Resources, outlining treatment measures for impacts on historic properties. As discussed in previous meetings with your office, the National Park Service will be invited to be a signatory to the PA. The PA will make commitments to preserving the appearance of the Colonial Parkway and the I-64 bridges that pass over it, as well as conducting all necessary archaeological work. As the PA is developed, we will consult with your office to ensure these items are adequately addressed. The Final EIS will include a copy of the PA.

We look forward to working with your agency on the PA in the upcoming months. If you have any questions or need additional information, please contact me by phone (804-371-4082) or email (Scott.Smizik@vdot.virginia.gov). I appreciate your assistance and participation on this matter.

Sincerely,

Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA
Dorothy Geyer, NPS (via email)
Steven Williams, NPS (via email)
Jonathan Connolly, NPS (via email)

Enclosures

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

HIGHWAY DEED

THIS DEED, made this 9th day of November 1991, by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, hereinafter referred to as the DEPARTMENT OF VIRGINIA, and the STATE OF VIRGINIA FOR THE USE OF THE DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the STATE:

WITNESSETH

WHEREAS, the STATE has filed application with the DEPARTMENT under the provisions of Title 23, United States Code, Section 317 for the transfer to the STATE of certain perpetual easements and rights-of-way over certain lands hereinafter described, located in the Counties of York and James City, State of Virginia, under the control of the United States Department of the Interior, National Park Service; and

WHEREAS, the Federal Highway Administrator has determined that the lands and interests in lands covered by the application are reasonably necessary for right-of-way in connection with the construction and/or maintenance of various Routes as shown on attached plats.

WHEREAS, such transfer is further authorized under the provisions of the Department of Transportation Act, approved October 15, 1966 (Section 6 (a) (1) (A), 80 Stat. 937); and

Page 1 of 5

OW, THEREFORE, the DEPARTMENT as authorized by law, and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation, pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. Sections 2000d-2000d-4), does hereby appropriate, remise, release, quitclaim and transfer unto the STATE a perpetual easement and right-of-way for highway purposes in and upon the land described in Exhibit A and shown on Exhibits B, C, D, E, F, G, H, and I all attached hereto and made parts thereof.

DO HAVE AND TO HOLD the above-described easement and right-of-way unto the STATE for so long a time as such is needed for highway purposes upon the express condition that if, at any time, the need for highway purposes shall no longer exist, notice of the fact shall be given by the STATE to the DEPARTMENT and such land shall immediately revert to the United States of America and to the control of the United States Department of the Interior, National Park Service as such control existed prior to the execution of this instrument; subject, however, to the following covenants, conditions, restrictions and

Page 2 of 5



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

reservations herein contained as follows, which shall remain in effect for the period during which said road and structures thereon are used for purposes. The STATE, in consideration of the conveyance of said land, does hereby covenant and agree as a covenant running with the land, for itself, its successors and assigns, that (a) no person shall, on the grounds of race, color, religion, sex, age, or natural origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under the land hereby conveyed; and (b) that the STATE shall use the said land so conveyed in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation, in effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

IN WITNESS WHEREOF, I, Francis J. Locke, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administration, the Chief Counsel, Federal Highway Administration and

the Regional Federal Highway Administration, by virtue of authority in me vested by Law, have hereunto subscribed my name as of the day, month and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WITNESS Lanone Hicks
WITNESS Elizabeth A. Smith

BY: Francis J. Locke
Francis J. Locke
Regional Counsel

STATE OF MARYLAND

COUNTY OF Harford

I, Jo Ann B. Tejer, a Notary Public in and for the State and County aforesaid, do hereby certify that on the 22nd day of November, 19 91, before me personally appeared Francis J. Locke, being to me personally well known and known by me to be the Regional Counsel, Federal Highway Administration, and he acknowledged that the foregoing instrument bearing date of November 22, 19 91, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and he acknowledged the same to be his act and deed as Regional Counsel, Federal Highway Administration. Witness my hand and seal this 23 day of November, 19 91.



(SEAL)

Jo Ann B. Tejer
Notary Public

My Commission expires July 1, 1993.



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

In compliance with the conditions set forth in the foregoing deed, the STATE OF VIRGINIA, DEPARTMENT OF TRANSPORTATION, certifies and, by the acceptance of this deed, accepts the right-of-way over certain land herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

STATE OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

WITNESS [Signature] BY: Ray D. Pethtel
Ray D. Pethtel
Commonwealth Transportation Commissioner

STATE OF VIRGINIA
CITY OF RICHMOND

I, James E. Coleman, III, Notary Public in and for said State, hereby certify that Ray D. Pethtel, whose name is signed to the foregoing conveyance and who is known to me, acknowledged before me on this day that, being informed of the contents of the conveyance, he in his capacity as such Commonwealth Transportation Commissioner executed the same voluntarily on this day. Given under my hand and seal of office this 23rd day of December, 19 91.

(SEAL)

James E. Coleman, III
Notary Public

My Commission expires June 30, 1994.

Exhibit A DEED DESCRIPTIONS

The following legal descriptions apply to VDOT roadways existing on lands within Colonial National Historical Park. A brief description of location precedes each.

VDOT is requested to insert the new road numbering system in those parcels describing roads in the Yorktown vicinity as these were done before road numbers changed.

It is believed that parcel 3 is in James City County and the other parcels are in York County however VDOT is cautioned to check this placement.

Parcel 1

The following describes a right-of-way for an existing highway complex to include bridges, entry and exit ramps, roads and incidental drainage for highway purposes for State Route 143 where said highway crosses Colonial National Historical Park.

The right-of-way for the highway complex shall be as follows. Starting at a Park concrete boundary marker, said marker being on the northern boundary line of the Colonial Parkway, thence following the boundary line in a westerly direction as it curves through the arc chord S 63° 42' 37" W for a distance of 212.27 feet to a true point of beginning. From said true point of beginning, thence following the curve of the northern Park boundary line through the arc chord S 80° 32' 36" W for a distance of 203.96 feet and crossing over State Route 143, thence S 13° 01' 59" E for a distance of 245.23 feet, thence S 32° 04' 36" E for a distance of 203.96 feet, thence S 20° 46' E for a distance of 73 feet, thence following the curve of the southern Park boundary line as it curves through the arc chord N 77° 45' 51" E for a distance of 161.79 feet, thence N 11° 45' 36" W for a distance of 351.33 feet, thence N 28° 56' 57" W for a distance of 154.57 feet and ending as the line returns to the true point of beginning.

Parcel 2

This right-of-way is for highway purposes for Interstate 64 and includes two overpasses over the Colonial Parkway, two overpasses over an adjacent service road, the connecting highways and the drainage needed for all highways and associated structures. The right-of-way for the highway complex shall be as follows.

Starting at a Park concrete boundary marker number 250 located on the northern boundary line of the Colonial Parkway, thence S 45° 28' 49" W for a distance of 549.24 feet to a true point of beginning. From said true point of beginning, thence S 56° 41' 24" E for a distance of 112.43 feet, thence S 43° 11' 40" E for a distance of 250 feet, thence S 29° 42' 06" E for a distance of 154.44 feet, thence following the curve of the



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

southern boundary line along a chord bearing of S 63° 19' 06" W for a distance of 343.61 feet, thence N 41° 47' 42" W for a distance of 559.73 feet, thence following the curve of the northern boundary line along a chord bearing of 71° 12' 46" E for a distance of 357.51 feet and ending as the line returns to the point of beginning.

Parcel 3

The right-of-way for highway purposes for State Route 199 in James City County. The highway complex shall include entry and exit ramps, roads, bridges and all associated drainage needed for highway purposes within the rights-of-way herein described.

Parcel 3A Starting at a true point of beginning, said point being Park boundary marker number 18 located on the eastern boundary line and further described as being 530 feet, more or less, from the southeastern pavement edge of State Route 199. Thence from said true point of beginning, N 12° 14' 26" W for a distance of 999.49 feet, thence S 79° 35' 40" W for a distance of 181.47 feet, thence S 19° 18' 48" E for a distance of 374.43 feet, thence S 77° 26' 03" W for a distance of 367.00 feet to a point herein designated as Point A, thence S 12° 33' 57" E for a distance of 315.52 feet, thence S 19° 36' 20" W for a distance of 262.28 feet, thence S 85° 41' 30" E for a distance of 145.94 feet, thence N 80° 38' 18" E for a distance of 370.38 feet, thence S 8° 12' 11" E for a distance of 180.00 feet, thence N 77° 45' 34" E for a distance of 141.74 feet, thence N 12° 14' 26" W for a distance of 146.41 feet to the point of beginning and containing 9.13 acres, more or less.

Parcel 3B Beginning at Point A, as located above, thence N 12° 33' 57" W for a distance of 109.53 feet, thence N 16° 22' 01" W for a distance of 243.78 feet, thence N 74° 13' 03" E for a distance of 264.70 feet, thence N 24° 22' W for a distance of 198.68 feet, thence N 65° 31' 17" E for a distance of 74.03 feet, thence S 24° 22' E for a distance of 210.00 feet, thence S 19° 18' 48" E for a distance of 374.43 feet, thence S 77° 26' 03" W for a distance of 367.00 feet to the point of beginning and containing 3.32 acres, more or less.

Parcel 4

Parcel 4A describes a section of State Route 1001 known locally as Ballard Street in Yorktown, Virginia starting at the intersection of Main Street and extending in a southerly direction. The described area is 20.08 feet wide and does not exceed the paved roadway.

Starting at a Park boundary monument number 14, said monument being located near the northwest corner of Read and Main Street in Yorktown, Virginia and said monument also being herein designated as Point A. Thence, from Point A, S 1° 33' 25" W for a distance of 31.36 feet to the center of the intersection of Read Street and Main Street, thence and following the centerline of Main Street, N 53° 47' 30" W for a distance of 595.22 feet to

the center of the intersection of Main Street and Ballard Street, thence S 81° 12' 30" W for a distance of 14.20 feet to a true point of beginning. Thence, from said true point of beginning, S 53° 47' 30" E for a distance of 20.08 feet, thence S 41° 12' 30" W for a distance of 495.00 feet, thence N 53° 47' 30" W for a distance of 20.08 feet, thence N 41° 12' 30" E for a distance of 495.00 feet and ending at the true point of beginning.

Parcel 4B describes a section of State Route 1001 known locally as Ballard Street in Yorktown, Virginia starting just west of Read Street and extending to Five Points. This strip averages 42 feet in width including a ten foot strip on both sides of the Ballard Street paving.

Starting at Point A as identified above, thence S 11° 26' 48" W for a distance of 31.36 feet, thence S 41° 52' 30" W for 1,119.53 feet, thence along a chord bearing of S 42° 38' 55" E for a distance of 28.00 feet to a true point of beginning. From said true point of beginning, thence N 49° 35' 29" E for a distance of 21.00 feet, thence along a chord bearing of S 41° 34' 31" E for a distance of 48.53 feet, thence along a chord bearing of S 41° 59' 31" E for a distance of 53.85 feet, thence S 39° 34' 30" E for a distance of 86.33 feet, thence along the chord bearing of S 38° 03' 00" E for a distance of 306.12 feet, thence S 36° 31' 30" E for a distance of 332.01 feet, thence along a chord bearing of S 28° 08' 05" E for a distance of 245.88 feet, thence S 70° 15' 21" W for a distance of 10.00 feet, thence S 1° 19' 36" W for a distance of 68.18 feet, thence S 74° 46' 30" W for a distance of 10.00 feet, thence along a chord bearing of N 25° 52' 30" W for a distance of 296.48 feet, thence N 36° 31' 30" W for a distance of 332.01 feet, thence along a chord bearing of N 38° 03' 00" W for a distance of 303.85 feet, thence N 39° 34' 30" W for a distance of 86.33 feet, thence along a chord bearing of N 41° 59' 31" W for a distance of 50.32 feet, thence along a chord bearing of N 40° 14' 31" W for a distance of 107.22 feet, thence N 36° 04' 31" W for a distance of 21.00 feet, thence N 41° 21' 55" E for a distance of 21.48 feet, thence S 36° 04' 31" E for a distance of 25.68 feet, thence along a chord bearing of S 38° 14' 32" E for a distance of 54.17 feet and ending at the true point of beginning.

Parcel 5

Parcel 5A Describes a variable strip of land on Park property along the northern side of State Route 238 between the entrance to the United States Coast Guard Reserve Training Center and Cornwallis Road, more or less, in Yorktown, Virginia.

Starting at a true point of beginning, said point being the northeastern pavement edge of State Route 238 and Nelson Road of the Moore House Subdivision in Yorktown, Virginia, said point also herein designated as Point A, thence N 64° 10' 30" W for a distance of 1,588.10 feet and arriving at a point herein designated as Point B, thence N 25° 49' 30" E for a distance of 6.00 feet, thence S 64° 10' 30" E for a distance of 1,588.10 feet, thence S 48° 26' 42" W for a distance of 7.58 feet and ending at the point of beginning.



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Parcel 5B Describes a variable strip of land on Park property along the southern side of State Route 238 between the entrance to the United States Coast Guard Reserve Training Center and State Route 704 in Yorktown, Virginia.

Starting at Point A, as identified above, thence S 48° 26' 42" W for a distance of 19.51 feet to a true point of beginning. From said true point of beginning, thence S 48° 26' 42" W for a distance of 7.58 feet, thence N 64° 10' 30" W for a distance of 2,134.77 feet, thence following the curve of the southern pavement edge of State Route 238 along a chord bearing of N 43° 49' 45" W for a distance of 486.85 feet, thence N 23° 29' W for a distance of 565.66 feet, thence along a chord bearing of N 43° 01' 45" W for a distance of 181.28 feet, thence N 62° 34' 30" W for a distance of 277.60 feet, thence along a chord bearing of N 52° 30' 30" W for a distance of 257.29 feet, thence N 42° 26' 30" W for a distance of 296.60 feet, thence along a chord bearing of N 53° 13' 15" W for a distance 301.99 feet, thence N 64° 00' W for a distance of 862.30 feet, thence along a chord bearing of N 54° 42' 45" W for a distance of 314.53 feet, thence N 45° 25' 30" W for a distance of 67.40 feet, thence along a chord bearing of N 57° 04' 00" W for a distance of 284.54 feet, thence N 68° 42' 30" W for a distance of 142.90 feet, thence along a chord bearing of N 71° 45' 30" W for a distance of 608.34 feet, thence N 74° 48' 30" W for a distance of 108.70 feet, thence along a chord bearing of N 68° 03' 30" W for a distance of 273.79 feet, thence N 61° 18' 30" W for a distance of 96.80 feet, thence N 21° 48' 30" E for a distance of 6.00 feet and arriving at a point herein designated as Point C, thence S 61° 18' 30" E for a distance of 96.80 feet, thence along a chord bearing of S 68° 03' 30" E for a distance of 272.38 feet, thence S 74° 48' 30" E for a distance of 108.70 feet, thence along a chord bearing of S 71° 45' 30" E for a distance of 608.98 feet, thence S 68° 42' 30" E for a distance of 142.90 feet, thence along a chord bearing of S 57° 04' 00" E for a distance of 286.98 feet, thence S 45° 25' 30" E for a distance of 67.40 feet, thence along a chord bearing of S 54° 42' 45" E for a distance of 312.59 feet, thence N 64° 00' E for a distance of 862.30 feet, thence along a chord bearing of S 53° 13' 15" E for a distance of 304.25 feet, thence S 42° 26' 30" E for a distance of 296.60 feet, thence along a chord bearing of S 52° 30' 30" E for a distance of 255.18 feet, thence S 62° 34' 30" E for a distance of 277.60 feet, thence along a chord bearing of S 43° 01' 45" E for a distance of 185.38 feet, thence S 23° 29' E for a distance of 565.66 feet, thence along a chord bearing of S 43° 49' 45" E for a distance of 481.76 feet, thence S 64° 10' 30" E for a distance of 2,137.68 feet, and ending at the point of beginning.

Parcel 5C Describes a six foot strip of Park land along the northern side of State Route 238 between State Route 704 and Moore House Road, more or less, in Yorktown, Virginia.

Starting at Point C as identified above, thence N 21° 48' 30" E for a distance of 20.00 feet to a true point of beginning. From said true point of beginning, thence N 21° 48' 30" E for a distance of 6.00 feet, thence S 61° 18' 30" E for a distance of 96.80 feet, thence along a chord bearing of S 68° 03' 30" E for a distance of 266.25 feet, thence S 74° 48' 30" for a

distance of 108.70 feet, thence along a chord bearing of S 71° 45' 30" E for a distance of 611.75 feet, thence S 68° 42' 30" E for a distance of 142.90 feet, thence along a chord bearing of S 57° 04' 00" E for a distance of 297.55 feet, thence S 45° 25' 30" E for a distance of 67.40 feet, thence along a chord bearing of S 54° 42' 45" E for a distance of 304.16 feet, thence S 64° 00' E for a distance of 862.30 feet, thence along a chord bearing of S 53° 13' 15" E for a distance of 314.18 feet, thence S 42° 26' 30" E for a distance of 296.60 feet, thence along a chord bearing of S 52° 30' 30" E for a distance of 246.05 feet, thence S 62° 34' 30" E for a distance of 480.00 feet, thence S 27° 25' 30" W for a distance of 6.00 feet, thence N 62° 34' 30" W for a distance of 480.00 feet, thence along a chord bearing of N 52° 30' 30" W for a distance of 248.15 feet, thence N 42° 26' 30" W for a distance of 296.60 feet, thence along a chord bearing of N 53° 13' 15" W for a distance of 311.77 feet, thence N 64° 00' W for a distance of 862.30 feet, thence along a chord bearing of N 54° 42' 45" W for a distance of 306.10 feet, thence N 45° 25' 30" W for a distance of 67.40 feet, thence along a chord bearing of N 57° 04' 00" W for a distance of 295.11 feet, thence N 68° 42' 30" W for a distance of 142.90 feet, thence along a chord bearing of N 71° 45' 30" W for a distance of 611.11 feet, thence N 74° 48' 30" W for a distance of 108.70 feet, thence along a chord bearing of N 68° 03' 30" W for a distance of 267.66 feet, thence N 61° 18' 30" W for a distance of 96.80 feet and ending at the point of beginning.

Parcel 6

Parcel 6A being the roadway as it crosses the structure known as the State Route 238 bridge over the Colonial Parkway.

Starting at Park boundary monument number 17, said monument being located on the south side of State Route 238 and east of the Colonial Parkway, thence from said monument, N 10° 07' 17" E for a distance of 227.18 feet and arriving at the southern edge of pavement of State Route 238, thence following the southern edge of pavement of the said State Route 238 along a chord bearing of S 69° 42' 29" W for a distance of 322.83 feet and arriving at a true point of beginning as the roadway enters the bridge structure. From said true point of beginning, thence following the southern edge of pavement of State Route 238 across the bridge along a chord bearing of S 59° 00' 28" W for a distance of 163.11 feet, thence N 34° 35' 01" W for a distance of 30.00 feet, thence following the northern edge of pavement of State Route 238 across the bridge along a chord bearing of N 59° 00' 28" E for a distance of 166.87 feet, thence S 27° 24' 02" E for a distance of 30.00 feet and ending at the true point of beginning.

Parcel 6B being a section of the roadway and associated drainage for a part of State Route 1001 between State Route 238 and State Route 17.

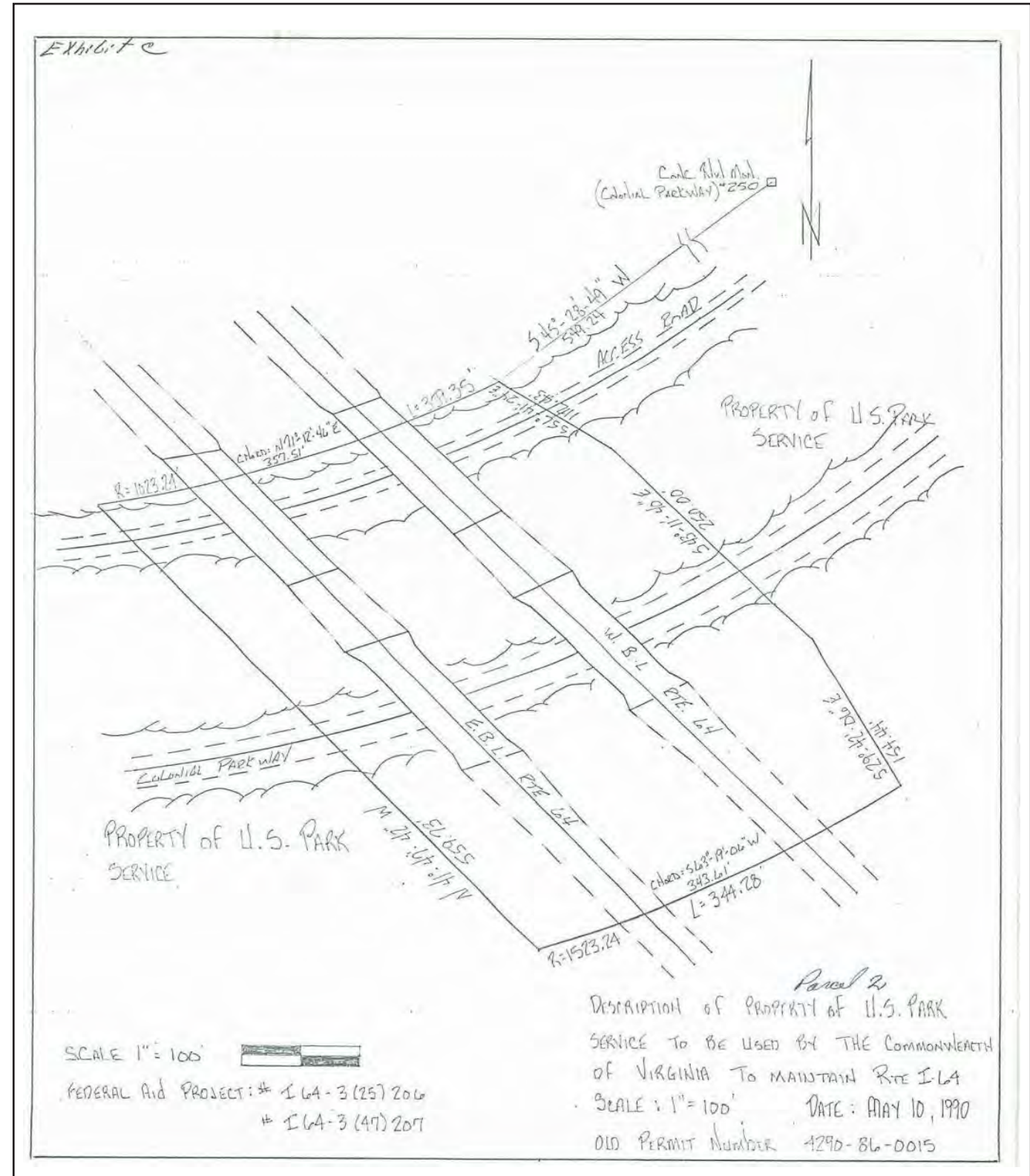
Starting at Park boundary monument number 2, said monument being located on the south side of State Route 238 and west of the State Route 1001 and 238 intersection, thence from said

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

monument, N 8° 58' 25" W for a distance of 114.21 feet, thence N 70° 50' 00" E for a distance of 56.86 feet, thence N 76° 55' 54" E for a distance of 112.70 feet, thence along a chord bearing of N 87° 54' 58" E for a distance of 113.61 feet, thence S 75° 08' 01" E for a distance of 170.89 feet and arriving at a true point of beginning. From said true point of beginning, thence N 6° 34' 31" E for a distance of 10.00, thence S 83° 25' 13" E for a distance of 138.00 feet, thence S 35° 29' 09" E for a distance of 24.95 feet, thence S 34° 45' 59" W for a distance of 40.00 feet, thence S 25° 48' 02" W for a distance of 25.00 feet, thence S 16° 32' 59" W for a distance of 25.00 feet, thence S 2° 32' 00" W for a distance of 25.00 feet, thence S 10° 19' 57" E for a distance of 25.00 feet, thence S 21° 17' 04" E for a distance of 25.00 feet, thence S 31° 17' 03" E for a distance of 25.00 feet, thence S 38° 33' 02" E for a distance of 50.00 feet, thence S 41° 06' 59" E for a distance of 72.15 feet, thence along a chord bearing of S 39° 52' 59" E for a distance of 33.77 feet to a point herein identified as Point B, thence S 39° 01' 19" W for a distance of 51.30 feet, thence N 25° 33' 43" W for a distance of 124.30 feet, thence N 32° 26' 17" W for a distance of 151.65 feet, thence along a chord bearing of N 19° 13' 02" W for a distance of 78.48 feet, thence N 44° 38' 22" W for a distance of 63.13 feet and ending at the true point of beginning.

Parcel 6C being a section of land used for a roadway and associated drainage for a part of State Route 1001 between State Route 238 and Route 17.

Starting at Point B as identified above, thence along a chord bearing of S 36° 47' 40" E for a distance of 50.81 feet and arriving at a true point of beginning. From said true point of beginning, thence along a chord bearing of S 33° 13' 30" E for a distance of 47.01 feet, thence S 31° 30' 31" E for a distance of 108.38 feet, thence along a chord bearing of S 43° 18' 48" E for a distance of 265.46 feet, thence S 54° 50' 58" E for a distance of 153.05 feet, thence S 26° 41' 15" W for a distance of 35.27 feet, thence N 61° 29' 43" W for a distance of 64.63 feet, thence N 45° 45' 07" W for a distance of 50.99 feet, thence N 57° 13' 37" W for a distance of 103.95 feet, thence along a chord bearing of N 41° 28' 33" W for a distance of 209.54 feet, thence N 38° 06' 54" W for a distance of 100.50 feet, thence N 52° 23' 45" W for a distance of 47.00 feet, thence N 39° 01' 19" E for a distance of 72.54 feet and ending at the true point of beginning.



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Ms. Kathleen Kilpatrick
State Historic Preservation Officer
Attn: Marc Holma
Virginia Department of Historic Resources
Richmond Central Office
2801 Kensington Avenue
Richmond, VA 23221

Subject: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton
VDHR File Number: 2008-1573

Dear Ms. Kilpatrick:

As you know, the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) are studying potential improvements to the Interstate 64 corridor, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. This study has been documented in a Draft Environmental Impact Statement (EIS) that was published on November 2, 2012, and made available for agency and public comment, with public hearings occurring on December 11-13, 2012. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options.

We previously consulted with your office regarding effect determinations in correspondence dated February 6, 2013, and received concurrence on these determinations on March 8, 2013. Based on each resource's individual effect determinations, as described in that letter, VDOT is hereby notifying your office of FHWA's intent to make a Section 4(f) finding of *de minimis* impact for the following historic properties, all of which will be affected, though not adversely:

- Yorktown Battlefield, including Dam No. 1 (VA009; 099-5283);
- Yorktown Battlefield, including Lee's Mill (VA009; 099-5283);
- Williamsburg Battlefield (VA010; 099-5282);
- Williamsburg Battlefield Redoubt 8 (44YO0050);
- 4430 Cedar Point Lane (047-5141);
- Cold Harbor Battlefield (VA062; 042-5017);
- Cedar Knoll (0043-0078);

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Kilpatrick
p. 2 of 2

- Savage's Station Battlefield (VA019; 043-308);
- Seven Pines Battlefield (VA014;043-5081);
- Fair Oaks And Darbytown Road Battlefield (VA080; 043-5073);
- Garnett's and Golding's Farms Battlefield (VA018; 043-5273); and,
- Chaffin's Farm and New Market Heights Battlefield (VA075; 043-0307).

This determination would be made in accordance with 23 U.S.C. 138(b).

During the development of the Draft EIS, there was some uncertainty expressed by both VDOT and the National Park Service as to the official ownership of the land surrounding the I-64 crossing of the Colonial Parkway and the Colonial National Historical Park (NHP). Based on this uncertainty, the Draft EIS identified the Colonial Parkway and Colonial NHP as properties subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. Upon further review, we have identified the enclosed Highway Deed which describes and illustrates right of way granted to VDOT over and surrounding the Colonial Parkway and Colonial NHP. Based on this document, we believe that the proposed roadway improvements along that corridor would fall within VDOT right of way, thereby avoiding a Section 4(f) use of both the Colonial Parkway and Colonial NHP. The enclosed figure illustrates the project location in relation to the defined right of way described in the Highway Deed. We have informed the National Park Service at Colonial NHP of this finding under a separate letter. The Final EIS will be updated accordingly.

In addition to this Section 4(f) consultation, VDOT is drafting a Programmatic Agreement, with your agency, outlining treatment measures for impacts on historic properties. The Final EIS will include a copy of this agreement along with effects determination correspondence.

If you have questions regarding these proposed *de minimis* findings, please call me at 804-371-4082 or email me at Scott.Smizik@vdot.virginia.gov. I appreciate your assistance and attention to this matter.

Sincerely,

Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

From: Holma, Marc (DHR)
Sent: Wednesday, May 15, 2013 04:29 PM
To: Smizik, Scott (VDOT)
Cc: Deem, Angel N. (VDOT); Opperman, Antony F. (VDOT); Simkins, John A. (VDOT)
<John.Simkins@fhwa.dot.gov<<mailto:John.Simkins@fhwa.dot.gov>>>
Subject: Interstate 64 Peninsula Study; Section 4(f) & De Minimis impact determination (2008-1573)

Dear Mr. Smizik:

The Department of Historic Resources (DHR) acknowledges receipt of your letter dated 17 April 2013 regarding consultation with this agency pursuant to Section 4(f) and notification of the finding of de minimis impact for the following historic properties:

- Yorktown Battlefield, including Dam No. 1 (099-5283)
- Yorktown Battlefield, including Lee's Mill (099-5283)
- Williamsburg Battlefield (099-5282)
- Williamsburg Battlefield Redoubt 8 (44YO0050)
- 4430 Cedar Point Lane (047-5141)
- Cold Harbor Battlefield (042-5017)
- Cedar Knoll (043-0078)
- Savage's Station Battlefield, 043-0308)
- Seven Pines Battlefield (043-5081)
- Fair Oaks and Darbytown Road Battlefield (043-5073)
- Garnett's and Golding's Farms Battlefield (043-5273)
- Chaffin's Farm and New Market Heights Battlefield (043-0307)

We also understand that the land surrounding the I-64 crossing of the Colonial Parkway and Colonial National Historic Park is owned by VDOT, not the National Park Service, so there is not a Section 4(f) issue related to this property.

The DHR has no comment pertaining to the above Section 4(f) de minimis determination and asks that FHWA and VDOT continue to consult with DHR on the undertaking as necessary.

Sincerely,

Marc Holma

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Summary of Potential Impacts to Waters of the United States Applying Level of Service (LOS) D to the Corridor

Potential Impacts to Non-Tidal Waters of the United States							
Build Alternative	Non-Tidal						
	PFO Wetlands (acres)	PSS Wetlands (acres)	PEM Wetlands (acres)	Perennial Channel (linear feet)	Intermittent Channel (linear feet)	Ephemeral Channel (linear feet)	Lacustrine System (linear feet)
Alternative 1* (Preferred Alternative)	19.74	3.09	15.27	97,148	8,764	3,139	173
Alternative 1A/2A	19.74	3.09	15.27	97,148	8,764	3,139	173
Alternative 1* (Preferred Alternative) with Revised LOS D in Urban Areas**	19.03	3.09	15.27	93,075	8,764	3,106	173
Alternative 1A/2A with Revised LOS D in Urban Areas**	19.03	3.09	15.27	93,075	8,764	3,106	173
Alternative 1B/2B	19.94	2.39	14.86	98,300	9,064	3,075	173
Alternative 3	20.85	2.91	15.14	96,865	9,405	3,138	173

LOS - Level of Service

Potential Impacts to Tidal Waters of the United States		
Build Alternative	Tidal	
	E2EM1P Wetlands (acres)	Other Waters of the United States (linear feet)
Alternative 1* (Preferred Alternative)	28.01	3,012
Alternative 1A/2A	28.01	3,012
Alternative 1* (Preferred Alternative) with Revised LOS D in Urban Areas**	27.90	3,012
Alternative 1A/2A with Revised LOS D in Urban Areas**	27.90	3,012
Alternative 1B/2B	27.76	2,932
Alternative 3	27.83	2,936

LOS - Level of Service

* The Preferred Alternative has been identified as Alternative 1. To provide for the most conservative assessment of impacts, Alternative 1 is assumed to have the same footprint as Alternative 1A.

** The values represent potential impacts to Waters of the United States for the original Alternative 1A/2A with the exception of applying a LOS D in the urban areas. This analysis was not conducted on Alternative 1B/2B because there is not adequate median in the urban areas for improvements. Alternative 3 was originally designed at LOS D.

As noted in the tables, potential impacts to service waters do not substantially decrease by applying a LOS to the corridor (where appropriate). Potential impacts to stream channels (especially perennial channels) decreased by the greatest amount. This is due to the fact that there are few wetlands or streams in the urban areas, and the wetland systems are primarily in the median. There is a substantial number of perennial stream systems along the entire corridor, both in the urban and rural sections.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Interstate 64 Peninsula Study/Environmental Impact Statement (EIS) Cooperating Agency Meeting Minutes

Meeting Date: June 28, 2013

Location: via teleconference

Attendees:

Name	Organization	Phone	Email
Jonathan Connolly (and others)	NPS		jonathan_connolly@nps.gov
Angel Deem	VDOT	804-371-6756	angel.deem@vdot.virginia.gov
Waverly Gregory	USCG		waverly.w.gregory@uscg.mil
Kathy Perdue	USACE		kathy.perdue@usace.army.mil
John Simkins	FHWA		john.simkins@dot.gov
Scott Smizik	VDOT	804-371-4082	scott.smizik@vdot.virginia.gov

Planned Agenda:

- Commonwealth Transportation Board Resolution
- Preferred Alternative – Alternative I
- Next Steps
- Hampton Roads Transportation Planning Organization Resolution

Scott Smizik presented the agenda items (outlined below) and then opened the discussion to questions and comments on the project.

I. Commonwealth Transportation Board Resolution (CTB)

- a. The project was first presented to the CTB at its February 2013 workshop. At that time, CTB delayed identifying a Preferred Alternative and requested that the Richmond Area Metropolitan Planning Organization (RAMPO) and the Hampton Roads Transportation Planning Organization (HRTPO) provide resolutions identifying locally preferred alternatives.
- b. On April 4th, RAMPO approved a resolution identifying general purpose widening to the inside of the existing facility (Alternative 1B) as the locally preferred alternative.
- c. On March 6th, HRTPO staff recommended general purpose widening to the outside of the existing facility (Alternative 1A), but action was delayed until the HRTPO May Retreat. No official action would have been taken at the retreat, meaning a locally preferred alternative could not be identified until at least June. In order to avoid slowing the process, HRTPO agreed that a General Purpose Widening Alternative would satisfy all needs.

- d. At its April 2013 meeting, CTB identified Alternative 1 (general purpose widening) as the Preferred Alternative for the project.
- II. Preferred Alternative – Alternative 1**
- a. Alternative 1 allows for general purpose widening where the placement of new lanes (outside/inside) would be decided on a section-by-section basis.
 - b. Each future section must have independent utility and logical termini. The sections can be built in phases that contribute to the overall purpose and need of the project (i.e.; six lanes for an eight lane full build)
 - c. Because the specific segments are unknown at this time, Alternative 1A was used as the footprint for Alternative 1 as it widens to the outside of the existing roadway, providing the most conservative assessment of environmental impacts. Impacts will be more thoroughly defined as an individual section advances through the Record of Decision (ROD) and permitting process.
- III. Next steps**
- a. The Final EIS is scheduled to be published this fall.
 - b. Following the Final EIS, HRTPO or RAMPO can identify operationally independent sections in their constrained long range transportation plans (CLRP). Once in the CLRP, and the analyses updated as necessary, FHWA can move forward with issuing a ROD for the given section.
 - c. Following issuance of ROD, more intensive planning/design can occur and permitting would be initiated.
- IV. Hampton Roads Transportation Planning Organization Resolution**
- a. Last Thursday (June 20), HRTPO passed a resolution endorsing the project and focusing on adding one lane in each direction between Jefferson Avenue in Newport News and the eastern Route 199 interchange in Williamsburg. This section is in line to become the first advanced from the EIS study.

Mr. Smizik then opened the discussion for questions and comments. Questions and comments are grouped below by agency. Following these discussions, the meeting ended.

- U.S. Army Corps of Engineers (USACE)
 - USACE concurs with the need for each operationally independent section to have independent utility.
 - The segment-by-segment approach is a good one, as long as the Least Environmentally Damaging Practicable Alternative (LEDPA) is considered when determining outside or inside widening.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

- The segment by segment approach will allow for the minimization of impacts to Waters of the U.S. and historic properties.
 - USACE recommends bridging all wetland and streams, especially tidal wetlands where mitigation is difficult to identify and costly to purchase. It would be advisable to begin identifying mitigation opportunities as soon as possible.
 - USACE stressed the importance of coordinating with the Newport News reservoir to adhere to water quality requirements while designing an appropriate means of expanding the interstate crossing.
 - USACE requested an update on the schedule for a Jurisdictional Determination (JD) and beginning the permitting process. Angel Deem stated that it is still too early to provide that information. The resolution made by the HRTPO is anticipated to move quickly and VDOT would be in position to provide a better estimate on the potential schedule in a few months. It should be noted that JD and permit requests will be made on a section-by-section basis.
 - Following the call, USACE added the need to address ALL stormwater impacts, especially in light of the fact that there are impaired waters and at least one public water supply along that stretch. And if there are other public water supplies along those first two phases, then those impacts would need to be avoided, minimized, as well; and those facilities should also be contacted and allowed to review the plans to determine ways to avoid/minimize impacts on their facilities/operations as well.
 - USACE also added that compensation will be required for all wetland impacts, and for stream impacts that exceed 300 LF. However, if a stream relocation is done using natural channel design, then it may not require compensation (USACE will review those case-by-case).
- U.S. Coast Guard (USCG)
 - USCG recommends debris sounding before designing or constructing any new crossings.
 - National Park Service, Colonial National Historical Park (NPS)
 - The NPS interest and concerns in the project have been met through on-site meetings to discuss the Section 106 Programmatic Agreement.
 - The NPS noted that that cap and parapet walls over the Colonial Parkway have notable gaps in the mortar. The NPS recommends that VDOT address these walls before bricks fall onto the Parkway. VDOT noted that they will forward this information on to the Hampton Roads District Office.



INTERSTATE 64 PENINSULA STUDY

APPENDIX J: RESOLUTIONS




APPENDIX J: RESOLUTIONS


RESOLUTIONS INCLUDED IN THIS APPENDIX	PAGE
Richmond Regional Planning District Commission (April 4, 2013)	2
Commonwealth Transportation Board (April 17, 2013)	5
Hampton Roads Transportation Planning Organization (June 20, 2013)	6



APPENDIX J: RESOLUTIONS



Richmond Regional
Planning District Commission



Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

Executive Director
Robert A. Crum, Jr.

MPO AGENDA 4/4/13; ITEM IV.D.

**I-64 PENINSULA STUDY/
DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)**

Richmond Area Metropolitan Planning Organization

On motion of Kathy C. Graziano, seconded by Patricia S. O'Bannon, the Richmond Area Metropolitan Planning Organization approved the following resolution, with all voting in favor except for one abstention (i.e., Mr. Thomas A. Hawthorne, VDOT):

WHEREAS Alternative 1B minimizes right-of-way acquisition needs, accommodates current and future travel demand growth in the corridor, eliminates the need for corridor tolling facilities, and meets the goals of the study to upgrade corridor infrastructure, increase travel capacity, and improve safety through enhanced design standards, and;

WHEREAS of the alternatives studied, and given the alternatives presented, Alternative 1B has the least adverse impact on the corridor's residents from a right-of-way perspective, does not require tolls, and meets the goals of the study.

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Area Metropolitan Planning Organization (RAMPO) recommends Alternative 1B, which provides for the addition of a general purpose lane in the median of the mainline corridor, be selected by the Commonwealth Transportation Board (CTB) *subject to the following conditions:*

1. VDOT will make every effort to eliminate any property acquisition outside of the corridor's current right-of-way especially residential property. Property acquisition should be avoided;
2. VDOT will work closely with the City of Richmond, Henrico County, and New Kent County as well as the potentially affected parties to develop interchange designs, including innovative alternatives such as diverging diamond interchanges, which reduce the footprint of these interchanges, especially in highly developed areas;
3. VDOT will ensure that all concerns of potentially affected parties are fully vetted and appropriately addressed during the planning and design process; and

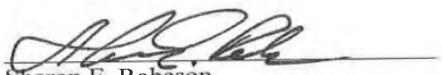
9211 Forest Hill Avenue, Suite 200 • Richmond, Virginia 23235 • Telephone: (804) 323-2033 • Fax: (804) 323-2025
www.richmondregional.org

MPO Resolution 4-4-13; Item IV.D.
Page 2

4. In order to provide for additional transportation network capacity to move people and goods along the I-64 Peninsula Corridor, and in order to provide viable and additional transportation service options,
 - a. RAMPO reaffirms its support for Alternative One of the Richmond/Hampton Roads Passenger Rail Project Tier I EIS, which includes support for enhanced passenger rail service between Richmond's Main Street Station and the Newport News Station and strongly supports the pursuit of funding for passenger rail improvements along the corridor; and
 - b. RAMPO supports and encourages the Virginia Department of Rail and Public Transportation (DRPT), with its partner localities, railroads, and Amtrak, to take immediate action to identify and implement rail improvement projects that increase and improve on-time performance and reduce overall travel time for passenger rail service, and that those improvements receive priority status in this corridor.

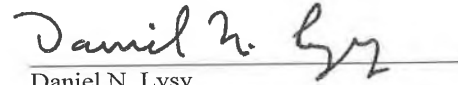
This is to certify that the Richmond Area Metropolitan Planning Organization (MPO) approved the above resolution at its meeting held April 4, 2013.

WITNESS:



Sharon E. Robeson
Administrative Secretary
Richmond Regional Planning
District Commission

BY:



Daniel N. Lysy
MPO Secretary

APPENDIX J: RESOLUTIONS

City of Richmond



DWIGHT C. JONES
MAYOR

March 26, 2013

The Honorable Gregory A. Whirley
Commissioner Department of Transportation
Vice-Chairman Commonwealth Transportation Board
1401 E. Broad Street
Richmond, VA 23219

Dear Mr. Whirley:

On behalf of the City of Richmond, we are pleased to offer our comments regarding the Interstate 64 Peninsula Study Environmental Impact Statement prepared by VDOT and FHWA. The Interstate 64 Peninsula Study proposes to upgrade the current corridor infrastructure, increase travel capacity to accommodate current and future travel demands, and improve safety through enhanced design standards. Access to the City of Richmond along the I-64 corridor is critical for the City's economic vitality, employment/housing opportunities and continued financial growth.

While the City does have a recommended alternative, we have serious concerns with the potential property acquisition at the Interstate interchanges and along the corridor within the City limits as shown in the study for the widening of the Interstate. All measures should be taken to avoid the acquisition of property – especially residential property.

Given the options presented, the City supports Alternative 1B within the City limits with the conditions detailed below. This option meets the goals of the study and requires the least amount of additional right-of-way required by expanding the number of lanes within the median.

As you are aware, much of the land within the City contiguous to the corridor is currently either developed or under consideration for active development.

Although we support the project in concept, we are very concerned about the potential adverse impact the I-64 widening could have on various properties. We are particularly concerned about the impact of the proposed footprint for widening shown in the study at the Interstate interchanges for Exit #192 (Mechanicsville) and Exit #193 (Nine Mile Road)

RECEIVED

MAR 27 2013

ADMINISTRATIVE SECTION
RICHMOND DISTRICT

At the Mechanicsville interchange the following properties could be negatively impacted:

- Whitcomb Court Public Housing – 3.24 acres
- 1900 Cool Lane (Seven Hills Health Care Center) – 5.3 acres
- Various businesses in northeast quadrant of interchange – 4.1 acres
- Various businesses and residents in the area south of the interchange

At the Nile Mile Road interchange the following properties could be negatively impacted:

- Creighton Court Public Housing – 3.25 acres
- Tuxedo Boulevard neighborhood – 4.1 acres
- Oakwood Cemetery – 5.2 acres

In addition, the City is very concerned about the potential negative impacts on properties as shown in the study, such as Armstrong High School (4.77 acres), Fairfield Elementary School (.72 acre) and Shockoe Hill Burying Ground (.038 acre).

Most notably, much of this land figures prominently in a comprehensive \$240 million economic revitalization plan targeting public housing sites and other critical parcels.

Any actions that negatively affect Richmond neighborhoods or their revitalization potential are not acceptable. We caution VDOT not to over-plan for real-estate acquisitions. In addition to our concerns about our planned revitalization for this area, the city is land-locked and we cannot give up these important parcels.

Although, passenger rail options were not included in the proposed study alternatives, the City strongly supports enhanced passenger rail service along the peninsula corridor and encourages the Commonwealth Transportation Board to actively pursue funding and implement incremental and planned passenger rail improvements as a priority.

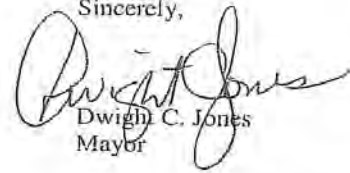
In summary, we support the project at this juncture; however, we are very concerned about the adverse impact on abutting properties. *As a result, the City of Richmond prefers Alternative 1B with the conditions that VDOT will make every effort to eliminate any property acquisition outside of the corridor's current right-of-way, and that VDOT will work closely with the City of Richmond to ensure that all concerns of the community and the potentially affected parties are fully vetted as the Interstate interchange and corridor designs are being developed.*



APPENDIX J: RESOLUTIONS

Thank you for the opportunity to provide our comments and to express our concerns on this very important project.

Sincerely,




Dwight C. Jones
Mayor

Cc:

The Honorable Roger Cole, Commonwealth Transportation Board, Richmond District
The Honorable Ellen F. Robertson, City Council, 6th District, City Council Vice-President,
RAMPO member
The Honorable Cynthia I. Newbille, City Council member, 7th District, RAMPO member
The Honorable Kathy C. Graziano, City Council member, 4th District, RAMPO member
The Honorable Charles Samuels, City Council President
Mr. Thomas A. Hawthorne, VDOT Richmond District Administrator
Mr. C. Thomas Tiller, Jr., RAMPO Chairman

APPENDIX J: RESOLUTIONS



COMMONWEALTH of VIRGINIA
Commonwealth Transportation Board
 1401 East Broad Street - Policy Division - CTB Section - #1106
 Richmond, Virginia 23219

(804) 786-1830
 Fax: (804) 225-4700

Agenda item # 11

**RESOLUTION
 OF THE
 COMMONWEALTH TRANSPORTATION BOARD**
April 17, 2013
MOTION

Made By: Mr. Cole Seconded By: Mr. Layne Action: Motion Carried, Unanimously

Title: Location Approval for the Interstate 64 Peninsula Study

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board (CTB), Location Public Hearings were held at Bruton High School in Williamsburg, Virginia, on December 11, 2012; Fountain Plaza II in Newport News, Virginia on December 12, 2012; and, the Virginia Department of Transportation (VDOT) Central Office Auditorium on December 13, 2012 for the purpose of considering the proposed alternatives for the Interstate 64 Peninsula Study between Interstate 95 (Exit 190) and Interstate 664 (Exit 264) in the Counties of Henrico, James City, New Kent, and York, and the Cities of Richmond, Newport News (State Project 0064-M11-002, P101; UPC: 92212); and,

WHEREAS, initial Alternatives Development/Citizen Information Meetings were held at Fountain Plaza II in Newport News, Virginia on April 25, 2012 and Watkins Elementary School in Quinton, Virginia on April 26, 2012; and,

WHEREAS, the Interstate 64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act of 1969, as amended, (NEPA) and approved by the Federal Highway Administration October 24, 2012; and,

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purposes lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

Resolution of the Commonwealth Transportation Board
 Location Approval for the Interstate 64 Peninsula Study
 April 17, 2013
 Page 2 of 2

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed alternatives as presented, and their statements being duly recorded; and,

WHEREAS, the economic, social, and environmental effects of the proposed alternatives have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

WHEREAS, the CTB delayed action on this project to allow the Richmond Metropolitan Planning Organization (MPO) and Hampton Roads Transportation Planning Organization (TPO) to identify locally preferred alternatives; and,

WHEREAS, on April 4, 2013 the Richmond MPO passed a resolution identifying Alternative 1B in the DEIS as its locally preferred alternative, subject to conditions relating to right of way acquisition and design; and,

WHEREAS, at its March meeting, the Hampton Roads TPO staff proposed a draft resolution identifying Alternative 1A in the DEIS as its locally preferred alternative; however, no official action was taken, and the Hampton Roads TPO has deferred action until after its retreat in May; and,

WHEREAS, waiting until after the Hampton Roads TPO takes action on a locally preferred alternative would delay the CTB action on an alternative until the June CTB meeting at the earliest; and

WHEREAS, in order to keep the project development on schedule, the CTB believes that it should take action at this April meeting.

NOW, THEREFORE, BE IT RESOLVED that the Preferred Alternative for this project be approved as Alternative 1 (a combination of Alternatives 1A and 1B), general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis.

BE IT FURTHER RESOLVED that the future development of operationally independent segments within the study corridor be closely coordinated with the Richmond MPO, Hampton Roads TPO, and other State and Federal regulatory agencies as necessary.

####

APPENDIX J: RESOLUTIONS



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-04**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING VDOT'S 6-LANE OPTION SEGMENTS 1 AND 2 (JEFFERSON AVENUE/EXIT 255 TO HUMELSINE PARKWAY/EXIT 242) WITH ONE ADDITIONAL LANE IN EACH DIRECTION (WITH THE APPLICATION OF CONTEXT SENSITIVE DESIGN, SUCH AS INCLUDING LANDSCAPING BETWEEN THE MEDIUM BARRIERS IF LANES ARE ADDED IN THE EXISTING MEDIAN) FOR IMMEDIATE AND INTERMEDIATE CONGESTION RELIEF ON THE CONDITION THAT THIS PREFERENCE WOULD NOT PRECLUDE THE I-64 PENINSULA 8-LANE EXPANSION OR FUTURE ASSOCIATED FUNDING.

WHEREAS, the I-64 Peninsula Study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton;

WHEREAS, the I-64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and approved by the Federal Highway Administration (FHWA) on October 24, 2012;

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purpose lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

WHEREAS, at its March 6, 2013 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) recommended Alternative 1A as the preferred alternative, with the caveat that Context Sensitive Design be applied, as well as a phased approach (build in fundable segments) for construction of the project;

WHEREAS, the Commonwealth Transportation Board "approved Alternative 1 (a combination of Alternative 1A and 1B) – general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis" – as the Preferred Alternative at its April 17, 2013 meeting;

WHEREAS, the Draft FY 2014-2019 Six-Year Improvement Program, released May 15, 2013, includes \$100 million for the reconstruction with added capacity to the I-64 corridor from Newport News to Williamsburg; and

WHEREAS, at its May 16, 2013 Retreat, the HRTPO Board expressed a consensus to support the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization endorses VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.

Molly J. Ward

Molly J. Ward
Chair
Hampton Roads Transportation
Planning Organization

Dwight E. Farmer

Dwight E. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization



INTERSTATE 64 PENINSULA STUDY

APPENDIX K: PROGRAMMATIC AGREEMENT



APPENDIX K: PROGRAMMATIC AGREEMENT

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE NATIONAL PARK SERVICE,
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER, AND
THE VIRGINIA DEPARTMENT OF TRANSPORTATION
REGARDING IMPROVEMENTS TO INTERSTATE 64 FROM INTERSTATE
95 IN THE CITY OF RICHMOND TO INTERSTATE 664 IN THE CITY OF
HAMPTON, VIRGINIA**

WHEREAS, the Virginia Department of Transportation (VDOT) proposes to add additional capacity, in the form of additional general purpose lanes and interchange improvements, to Interstate 64 from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia (VDOT Project No. 0064-M11-002, P101; UPC 92212; Virginia Department of Historic Resources [DHR] File No. 2008-1573) (Attachment A), hereinafter referred to as the Project; and

WHEREAS, VDOT anticipates receiving Federal financial assistance for the Project from the Federal Highway Administration (FHWA); and

WHEREAS, FHWA has determined that the provision of financial assistance for the Project is an undertaking as defined in 36 CFR Part 800.16(y); and

WHEREAS, pursuant to Section 10 of the Rivers and Harbors Appropriations Act of 1899 (33 U.S.C. 401 and 403) and Section 404 of the Clean Water Act of 1973 (33 U.S.C. 1344), a Department of the Army permit will likely be required from the Corps of Engineers (Corps), and the Corps, by letter dated April 1, 2011, has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f); and

WHEREAS, FHWA has authorized VDOT to conduct consultation with the Virginia State Historic Preservation Officer (SHPO) for the Project on its behalf pursuant to Section 106 of the NHPA (16 U.S.C. 470f), including the initiation of the Section 106 process, identification of historic properties, and assessment of adverse effects; and

WHEREAS, VDOT and FHWA completed a Draft Environmental Impact Statement for the Project in October 2012, that examined six alternatives (five build and one no-build) for the Project, and in April 2013 the Commonwealth Transportation Board endorsed Alternative 1 (a combination of Alternatives 1A and 1B), general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis (Attachment B); and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has defined the Area of Potential Effects (APE) for the Project in accordance with 36 CFR 800.4(a)(1); the APE for direct effects is all existing and proposed right-of-way and easements, permanent and temporary; the APE for indirect effects includes a sufficient view shed of any construction footprint where historic properties may be indirectly

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

affected by alterations or diminishment of historic setting, feeling, or association from the Alternative 1 corridor, as well as areas currently visible from Interstate 64 and from which Interstate 64 is visible; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has completed studies to identify above-ground resources on or eligible for listing on the National Register of Historic Places (NRHP) within the Project's APE for direct and indirect effects and conveyed its findings to the SHPO by letters dated May 13, 2011, March 20, 2012, June 8, 2012, July 25, 2012, and February 6, 2013, and the SHPO concurred with these findings on July 1, 2011, May 1, 2012, June 20, 2012, August 20, 2012 and March 8, 2013, respectively; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has identified the following above-ground resources listed or considered eligible for listing in the NRHP within or adjacent to the Project's APE: the Yorktown Battlefield (VDHR Inventory No. 099-5283; Dam No. 1 and Lee's Mill), the Williamsburg Battlefield (VDHR Inventory No. 099-5282, the Williamsburg Battlefield Redoubt No. 8 (VDHR Inventory No. 099-0039/44YO0050, the Williamsburg Battlefield Redoubt No. 9 (VDHR Inventory No. 099-0040/44YO0051), the Colonial Parkway (VDHR Inventory No. 047-0002), 4430 Cedar Point Lane (VDHR Inventory No. 047-5141), the Cold Harbor Battlefield (VDHR Inventory No. 042-5017), Cedar Knoll (VDHR No. 043-0078), the Savage's Station Battlefield (VDHR Inventory No. 043-0308), the Seven Pines Battlefield (VDHR Inventory No. 043-5081), the Fair Oaks and Darbytown Road Battlefield (VDHR Inventory No. 043-5073), the Garnett's and Golding's Farms Battlefield (VDHR Inventory No. 043-5273), the Chaffin's Farm and New Market Heights Battlefield (VDHR Inventory No. 043-0307), the Chestnut Hill/Plateau Historic District (VDHR Inventory No. 127-0323), the Shockoe Hill Burying Ground (no VDHR Inventory No.), the Shockoe Hill Cemetery (VDHR Inventory No. 127-0389), the Hebrew Cemetery (VDHR Inventory No. 127-6166), the Sixth Mount Zion Baptist Church (VDHR Inventory No. 127-0472), the Saint Luke Building (VDHR Inventory No. 127-0352), and the Jackson Ward Historic District and Expansions (VDHR Inventory No. 127-0237); and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has applied the criteria of adverse effect to above-ground resources listed or considered eligible for listing on the NRHP, in accordance with 36 CFR 800.5, and determined that above-ground historic properties will not be adversely affected by the project, and conveyed its findings to the SHPO by letter dated February 6, 2013, and the SHPO concurred with these findings on March 8, 2013; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has initiated but not yet completed studies to identify archaeological properties on or eligible for the NRHP within the Project's APE for direct effects, and conveyed its preliminary findings to the SHPO by letter dated May 21, 2012, and the SHPO accepted these findings by letter dated June 11, 2012; and



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has determined that Redoubt 9 (Williamsburg Battlefield; VDHR Inventory No. 44YO0051/099-0040) is eligible for listing on the NRHP under Criteria A and D and has conveyed its findings and recommendations to the SHPO by letter dated June 2, 2009, and the SHPO concurred with this finding on July 2, 2009; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has determined that the Project may have an adverse effect on Redoubt 9 (VDHR Inventory No. 44YO0051/099-0040), a Civil War earthwork associated with the Battle of Williamsburg; and,

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has completed a Phase II archaeological evaluation of the Shockoe Valley Burial Ground located in the City of Richmond, Virginia, the results of which are reported in the document titled, *Phase II Archaeological Evaluation of the I-64 Bridge Shockoe Valley Burial Ground City of Richmond, Virginia (Calhoun et al. 2013)* and conveyed its findings to the SHPO by letter dated October 22, 2013, and the SHPO concurred with this finding on November 18, 2013; and

WHEREAS, FHWA, with the assistance of VDOT, has consulted with the SHPO and other consulting parties to resolve the known adverse effects of the Project on historic properties in accordance with Section 106 of the NHPA, 16 U.S.C. §470, and its implementing regulations, 36 CFR Part 800; and

WHEREAS, FHWA has notified the Advisory Council on Historic Preservation (ACHP) by letter dated July 25, 2013, of the potential adverse effect of the Project pursuant to 36 CFR 800.6(a)(1), and the ACHP has chosen not to participate in consultation by letter dated August 22, 2013; and

WHEREAS, on July 25, 2011, FHWA wrote to the Catawba Indian Tribe (South Carolina), and the Tuscarora Indian Nation (New York) providing each of these federally-recognized tribes the opportunity to participate as a consulting party to the Project pursuant to 36 CFR Part 800.2(c)(2)(ii) and neither tribe has replied to the invitation; and

WHEREAS, on July 22, 2011, VDOT wrote to the Pamunkey Tribe, the Rappahannock Tribe, the Mattaponi Tribe, the Nansemond Tribe, and the Chickahominy Tribe providing each of these state-recognized tribes the opportunity to participate as a consulting party on the Project pursuant to 36 CFR Part 800.2(c)(5), and none of the tribes have replied to the invitation; and

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

WHEREAS, on July 22, 2011, VDOT wrote to the City of Hampton, the City of Newport News, the City of Richmond, James City County, York County, New Kent County, and Henrico County providing each the opportunity to participate in consultation on the Project pursuant to 36 CFR Part 800.2(c)(3), and James City County, York County, and New Kent County responded affirmatively to the invitation and have been invited by FHWA to concur in this Agreement pursuant to 36 CFR Part 800.6(c)(3); and

WHEREAS, VDOT has participated in this consultation pursuant to 36 CFR Part 800.2(c)(4), and FHWA has invited VDOT to be an Invited Signatory to this Agreement pursuant to 36 CFR Part 800.6(c)(2)(iii); and

WHEREAS, on July 22, 2011, VDOT wrote to the following parties providing each the opportunity to participate as a consulting party on the Project pursuant to 36 CFR Part 800.2(c)(5): The National Park Service Colonial National Historical Park, the National Park Service Richmond National Battlefield Park, the American Battlefield Protection Program (ABPP), the United States Navy Naval Weapons Station, Langley Air Force Base, Fort Eustis, United States Coast Guard Training Center Yorktown, Hampton University, the Colonial Williamsburg Foundation, Colonial Downs, Fox Hill Historical Society, Hampton Heritage Foundation Inc, Hampton History Museum, Warwick County Historical Society, Hugh S. Watson Genealogical Society of Tidewater Virginia, James City County Historical Commission, York County Historical Committee, New Kent Historical Society, Henrico County Historical Society, Richmond, Fredericksburg, and Potomac Railroad Historical Society, Preservation Virginia, Fort Monroe Authority, and The Contraband Historical Society. Only the National Park Service Colonial National Historical Park (NPS-COLO), American Battlefield Protection Program (ABPP), the Colonial Williamsburg Foundation (CWF), and the Fort Monroe Authority (FMA) responded affirmatively to the invitation, and the ABPP, the CWF, and the FMA have been invited by FHWA to concur in this Agreement pursuant to 36 CFR Part 800.6(c)(3); and

WHEREAS, the NPS-COLO has participated in this consultation pursuant to 36 CFR Part 800.2(c)(4), and FHWA has invited NPS-COLO to be an Invited Signatory to this Agreement pursuant to 36 CFR Part 800.6(c)(2)(iii); and

WHEREAS, the public has been afforded the opportunity to comment on the Project at Citizen Information Meetings held on March 23 and 24, 2012, and April 25 and 26, 2012, at Location Public Hearings held on December 11, 12, and 13, 2012, and will have further opportunities during the project design phase.

NOW, THEREFORE, FHWA, the NPS-COLO, the SHPO, and VDOT (hereinafter referred to collectively as the "Signatories") agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

STIPULATIONS

FHWA shall ensure that the following stipulations are implemented:

I. Consideration of Historic Properties in Project Design

A. General Design Commitments

VDOT shall design and implement the Project so that the improvements are located within existing VDOT right-of-way (ROW) to the extent practicable and effects to the following identified above-ground historic properties are avoided:

- Williamsburg Battlefield (VA010; VDHR Inventory No. 099-5282);
- Cedar Knoll (VDHR Inventory No. 043-0078);
- Savage's Station Battlefield (VA019; VDHR Inventory No. 043-0308); and
- Seven Pines Battlefield (VA014; VDHR Inventory No. 043-5081).

B. Design Commitments for Avoidance of Redoubt 8 (VDHR Inventory No. 44YO0050)

1. VDOT shall construct Project improvements within the existing ROW to avoid diminishing the historic setting, feeling, design, materials, and workmanship of Redoubt 8 (VDHR Inventory No. 44YO0050).
2. VDOT shall design and construct the Route 199 deceleration lane with a sufficient buffer to avoid diminishing the historic setting and feeling of Redoubt 8 (VDHR Inventory No. 44YO0050).

C. Design Commitments for Avoidance or Minimization of Effects to Redoubt 9 (VDHR Inventory No. 44YO0051)

1. VDOT shall explore Project design alternatives to avoid or minimize Project effects to Redoubt 9 (VDHR Inventory No. 44YO0051) to the greatest extent practicable.
2. In the event effects to Redoubt 9 (VDHR Inventory No. 44YO0051) cannot be avoided through Project design, then the Redoubt 9 (VDHR Inventory No. 44YO0051) shall be treated in accordance with the provisions outlined in Stipulations II(B) and II(C) below.

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

D. VDOT shall afford the SHPO an opportunity to review and comment on the design commitments described in Stipulation I.A, I.B, and I.C at approximately a 30 percent level of plan development. VDOT may assume that the SHPO finds the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.

E. Design Commitments for Avoidance of the Shockoe Hill Burying Ground

1. VDOT shall design and construct Project improvements in a manner that avoids penetrating the existing fill-slope northwest of the I-64 Bridges where surviving elements of the Shockoe Hill Burying Ground may exist and will limit construction of highway infrastructure to the greatest extent practicable to within the existing ROW, which has been documented as substantially disturbed and to not contain human burials.
2. VDOT shall have an archaeologist who meets the qualification standards set forth in Stipulation V of this Agreement periodically monitor construction and soil disturbance associated with the Project in the vicinity of the Shockoe Hill Burying Ground. In the unlikely event human remains or burial related features are encountered, work shall immediately cease in the area of the discovery and in any adjacent areas where related resources may reasonably be expected to occur and the provisions set forth in Stipulations III and IV of this Agreement shall be implemented.

F. Design Commitments for Widening of Interstate 64 Bridges over the Colonial Parkway (VDHR Inventory No. 047-0002)

1. VDOT shall not acquire ROW from the NPS-COLO for construction of the Project.
2. VDOT shall design and construct the modifications to the Interstate 64 bridges over the Colonial Parkway (VDHR Inventory No. 047-0002) so as to reflect the aesthetic properties of the existing bridges including materials, scale, and massing in a manner that is compatible with the Colonial Parkway (VDHR Inventory No. 047-0002). VDOT shall afford the NPS-COLO and the SHPO an opportunity to review and comment on design plans for the bridges over the Colonial Parkway. VDOT may assume that the NPS-COLO and the SHPO find the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.
3. VDOT shall locate storm water management structures and features out of the view shed of the Colonial Parkway (VDHR Inventory No. 047-0002) and shall take into account seasonal vegetation changes in identifying locations. VDOT shall afford the NPS-COLO and the SHPO an



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

opportunity to review and comment on storm water management plans for areas adjacent to park properties. VDOT may assume that the NPS-COLO and the SHPO find the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.

4. VDOT shall consult with the NPS-COLO and the SHPO on the design and installation of vegetative screening along the view shed of the Colonial Parkway (VDHR Inventory No. 047-0002) as it approaches and passes under Interstate 64.
5. VDOT shall consult with the NPS-COLO on the management of traffic during project construction to minimize traffic impacts on the Colonial Parkway (VDHR Inventory No. 047-0002).

II. Archaeological Historic Properties

A. Identification

1. VDOT shall complete efforts to identify archaeological sites eligible for listing on the NRHP within the APE for the Project in accordance with 36 CFR Part 800.4(b). VDOT shall conduct these identification efforts pursuant to the requirements of Stipulations V and VI.A of this Agreement. Pursuant to Stipulation VI.B of this Agreement, VDOT shall provide the SHPO the opportunity to review and concur, and the other Consulting Parties the opportunity to review and comment on a report on its findings.
2. VDOT shall conduct any further investigations necessary to evaluate the NRHP-eligibility of any archaeological sites identified as a result of the activities described in Paragraph A.1 of this Stipulation. These evaluations shall be conducted in accordance with 36 CFR Part 800.4(c), and pursuant to the requirements of Stipulations V and VI.A of this Agreement. Pursuant to Stipulation VI.B, VDOT shall provide the SHPO the opportunity to review and concur, and the other Consulting Parties the opportunity to review and comment on a report on its findings.

B. Assessment of Effects

If archaeological sites meeting the criteria for listing on the NRHP are identified as a result of the activities described in Paragraphs A.1 and A.2 of this Stipulation, VDOT shall assess the effects of the Project on these properties in a manner consistent with 36 CFR 800.5, and submit its findings to the SHPO for its review and concurrence, and to the other Consulting Parties for review and comment pursuant to Stipulation VI.B.

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

C. Treatment of Archaeological Sites Determined Eligible for Listing on the NRHP

1. If VDOT, in consultation with the SHPO and the Consulting Parties, determines that an archaeological site eligible for listing on the NRHP will be adversely affected by the Project, VDOT, in consultation with FHWA, shall determine whether avoidance or minimization of the adverse effects is practicable. If the adverse effects cannot be practicably avoided, VDOT, in consultation with the SHPO and the other Consulting Parties, shall develop a treatment plan for the archaeological site. In a manner consistent with Stipulation VI.B of this Agreement, VDOT shall provide the SHPO the opportunity to review and concur with, and the Consulting Parties the opportunity to review and comment on the treatment plan.
2. Any treatment plan VDOT develops for an archaeological property under the terms of this stipulation shall be consistent with the requirements of Stipulation VI.A of this Agreement and shall include, at a minimum:
 - (a) Information on the portion of the property where data recovery or controlled site burial, as appropriate, is to be carried out, and the context in which the property is eligible for the NRHP;
 - (b) The results of previous research relevant to the project;
 - (c) Research problems or questions to be addressed, with an explanation of their relevance and importance;
 - (d) The field and laboratory analysis methods to be used, with a justification of their cost-effectiveness and how they apply to this particular property and the research needs;
 - (e) The methods to be used in artifact, data, and other records management;
 - (f) Explicit provisions for disseminating in a timely manner the research findings to professional peers;
 - (g) Arrangements for presenting to the public the research findings, focusing particularly on the community or communities that may have interests in the results;
 - (h) The curation of recovered materials and records resulting from the data recovery in accordance with 36 CFR Part 79; and



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

(i) Procedures for evaluating and treating discoveries of unexpected remains during the course of the project, including necessary consultation with other parties.

3. VDOT shall ensure the treatment plan is implemented and that any agreed- upon data recovery field operations have been completed before ground- disturbing activities associated with the Project are initiated at or near the affected archaeological historic property. VDOT shall notify the SHPO once data recovery field operations have been completed so that a site visit may be scheduled, if the SHPO finds a visit appropriate. The proposed construction may proceed following this notification while the technical report is in preparation. VDOT shall ensure that the archaeological site form on file in the SHPO's Virginia Cultural Resource Information System (V-CRIS) is updated to reflect the implementation of the treatment plan for each affected site.

III. Post Review Discoveries

- A. In the event that a previously unidentified archaeological resource is discovered during ground-disturbing activities associated with the construction of the Project, VDOT, in accordance with Section 107.16(d) of VDOT's *Road and Bridge Specifications*, shall require the construction contractor to halt immediately all construction work involving subsurface disturbance in the area of the resource and in the surrounding areas where additional subsurface remains can reasonably be expected to occur and immediately notify VDOT of the discovery. Work in all other areas of the Project may continue.
- B. VDOT shall notify FHWA, the SHPO, and the Consulting Parties within two (2) working days of the discovery. In the case of prehistoric or historic Native American sites, FHWA shall notify any federally-recognized tribe with an interest in the area within two (2) working days of the discovery, and VDOT shall notify appropriate Indian tribes recognized by the Commonwealth of Virginia (hereinafter "Virginia Indian tribes") within two (2) working days of the discovery.
- C. VDOT shall ensure that an archaeologist meeting the Secretary of the Interior's *Professional Qualification Standards* (48 FR 44739) investigates the work site and the resource, and then VDOT shall forward to FHWA, the SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes an assessment of the NRHP eligibility of the resource (36 CFR Part 60.4) and proposed treatment actions to resolve any adverse effects on the resource. The SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes shall respond within five (5) working days of receipt of VDOT's assessment of NRHP eligibility of the resource and proposed action plan. VDOT, in consultation with

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

FHWA, shall take into account the recommendations of the SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes regarding the NRHP eligibility of the resource and the proposed action plan, and then carry out the appropriate actions.

- D. VDOT shall ensure that construction work within the affected area does not proceed until the appropriate treatment measures are developed and implemented or the determination is made that the located resource is not eligible for listing in the NRHP.

IV. Treatment of Human Remains

- A. VDOT shall treat all human remains in a manner consistent with the ACHP's *Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (February 23, 2007: <http://www.achp.gov/docs/hrpolicy0207.pdf>).
- B. Human remains and associated funerary objects encountered during the course of actions taken as a result of this Agreement shall be treated in a manner consistent with the provisions of the Virginia Antiquities Act, Section 10.1-2305 of the *Code of Virginia* and its implementing regulations, 17 VAC5-20, adopted by the Virginia Board of Historic Resources and published in the Virginia Register on July 15, 1991, and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001) and its implementing regulations, 36 CFR Part 10. In accordance with these regulations, VDOT may obtain a permit from the SHPO for the archaeological removal of human remains should removal be necessary.
- C. In the event that the human remains encountered are likely to be of Native American origin, whether prehistoric or historic, FHWA shall immediately notify any federally-recognized Indian tribes with an interest in the area. VDOT, on behalf of FHWA, shall immediately notify appropriate Virginia Indian tribes. FHWA shall consult with any federally-recognized Indian tribes with interest in the area, and VDOT, on behalf of FHWA, shall consult with appropriate Virginia Indian tribes in determining the treatment of Native American human remains and associated funerary objects.
- D. VDOT shall make all reasonable efforts to ensure that the general public is excluded from viewing any Native American gravesites and associated funerary objects. The Signatories and Consulting Parties shall release no photographs of any Native American gravesites or associated funerary objects to the press or to the general public.



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

V. Professional Qualifications

All archaeological and architectural studies or treatment actions carried out pursuant to this Agreement shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-44739, September 29, 1983) in the appropriate discipline.

VI. Preparation and Review of Documents

- A. All archaeological studies, technical reports, and treatment plans prepared pursuant to this Agreement shall be consistent with the federal standards entitled *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44716-44742, September 29, 1983), the SHPO's *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2011), and the ACHP's *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (1999), or subsequent revisions or replacements to these documents.
- B. The Signatories (excluding FHWA) and Consulting Parties agree to provide comments to VDOT on all technical materials, findings, and other documentation arising from this Agreement within thirty (30) calendar days of receipt unless otherwise specified. If no comments are received from the SHPO, another Signatory, or a Consulting Party within the thirty (30)-calendar-days review period, VDOT may assume that the non-responsive party has no comment. VDOT shall take into consideration all comments received in writing from the SHPO, other Signatories, and Consulting Parties within the thirty (30)-calendar-day review period.
- C. VDOT shall provide the SHPO three (3) copies two (2) hard copies and one (1) in Adobe Acrobat format (PDF) on compact disk of all final reports prepared pursuant to this Agreement. VDOT shall also provide any other Signatory or Consulting Party a copy of any final report (in hard copy or Adobe Acrobat format, as requested) if so requested by that party. Such requests must be received by VDOT in writing prior to the completion of construction of the Project.

VII. Curation Standards

- A. VDOT shall ensure that all original archaeological records (research notes, field records, maps, drawings, and photographic records) and all archaeological collections recovered from VDOT highway right-of-way produced as a result of implementing the Stipulations of this Agreement are provided to the SHPO for permanent curation. In exchange for its standard collections management fee as published in the *Virginia Department of Historic Resources State Collections*

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

Management Standards (June 26, 2009), or subsequent revisions or replacements to that document, the SHPO agrees to maintain such records and collections in accordance with 36 CFR 79, *Curation of Federally Owned and Administered Archaeological Collections*.

- B. VDOT shall return to individual property owners any artifact collections that VDOT has recovered from their property, unless VDOT and the private property owner have reached agreement on an alternative arrangement. If the private property owner donates the artifact collection to the VDHR by executing a donation agreement with the DHR within ninety (90) days of receipt of written notification from VDOT of its intent to return the collection to the owner, VDOT shall assume responsibility for payment of DHR's standard collections curation fee for the donated artifact collection.

VIII. Dispute Resolution

A. Objections by Signatory or Consulting Party

1. Should any Signatory or Consulting Party object in writing to FHWA regarding any plans provided for review pursuant to this Agreement, or should any Signatory or Consulting Party object in writing to FHWA regarding the manner in which measures stipulated in this Agreement are being implemented, FHWA shall first consult with the objecting party to resolve the objection. If FHWA determines that the objection cannot be resolved through such consultation, FHWA shall then consult with the Signatories to resolve the objection. If FHWA then determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including FHWA's proposed response to the objection. Within thirty (30) calendar days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

- (a) Advise FHWA that the ACHP concurs with FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or
- (b) Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
- (c) Notify FHWA that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4), and proceed to refer the objection and comment. FHWA shall take the resulting comment into account in accordance with 36 CFR 800.7(c)(4).



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

2. Should the ACHP not exercise one of the above options within thirty (30) calendar days after receipt of all pertinent documentation, FHWA may assume the ACHP's concurrence in its proposed response to the objection.
3. FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.

B. Objection from Public

At any time during the implementation of the measures stipulated in this Agreement, should a member of the public object to FHWA or VDOT regarding the manner in which the measures stipulated in this Agreement are being implemented, FHWA shall notify the Signatories to this Agreement and consult with the objector to solve the objection. The Signatories may request that FHWA notify the Consulting Parties about the objection as well.

IX. Amendments and Termination

- A. Any Signatory to this Agreement may propose to FHWA that the Agreement be amended, whereupon FHWA shall consult with the other Signatories to consider such an amendment. 36 CFR 800.6(c)(7) shall govern the execution of any such amendment. Any Signatory to this Agreement may terminate it in accordance with the provisions of 36 CFR 800.6(c)(8).
- B. If FHWA and VDOT decide they will not proceed with the Project, they may so notify the Signatories and Consulting Parties and then this Agreement shall become null and void.
- C. In the event that this Agreement is terminated or rendered null and void, VDOT shall submit to the SHPO a technical report on the results of any archaeological investigations conducted prior to and including the date of termination, and shall ensure that any associated collections and records recovered are curated in accordance with Stipulation VII of this Agreement.
- D. In the event that this Agreement is terminated, FHWA shall either execute a memorandum of agreement with signatories under 36 CFR 800.6(c)(1) or request the comments of the ACHP under 36 CFR 800.7(a).

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

X. Duration

This Agreement shall continue in full force and effect until five (5) years after the date of the last signature of a Signatory. At any time in the six (6)-month period prior to such date, VDOT may request that the Signatories consider an extension of this Agreement. No extension or modification shall be effective unless all Signatories have agreed with it in writing.

XI. Signatures

This Agreement may be executed in counterparts, with a separate page for each Signatory. Separate pages may also be provided for each Consulting Party. FHWA shall ensure that each Signatory and Consulting Party is provided with a copy of the fully executed Agreement.

Execution of this Agreement by FHWA, NPS-COLO, the SHPO, and VDOT, and its submission to the ACHP in accordance with 36 CFR 800.6(b)(1)(iv) shall, pursuant to 36 CFR 800.6(c), be considered to be an agreement with the ACHP for the purposes of Section 110(1) of the National Historic Preservation Act (16 U.S.C. 470). Execution and submission of this Agreement, and implementation of its terms, evidence that FHWA has afforded the ACHP an opportunity to comment on the proposed Project and its potential effects on historic properties, and that FHWA has taken into account the potential effects of the undertaking on historic properties.



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

SIGNATORY:

FEDERAL HIGHWAY ADMINISTRATION

By: John Dambino Date: 11/18/13
for: Irene Rico, Division Administrator
Virginia Division

SIGNATORY:

VIRGINIA STATE HISTORIC PRESERVATION OFFICER

By: [Signature] Date: 11/18/13
Kathleen S. Kilpatrick, Director
Department of Historic Resources

INVITED SIGNATORY:

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: [Signature] Date: 11/14/13
Stephen J. Long
State Environmental Administrator

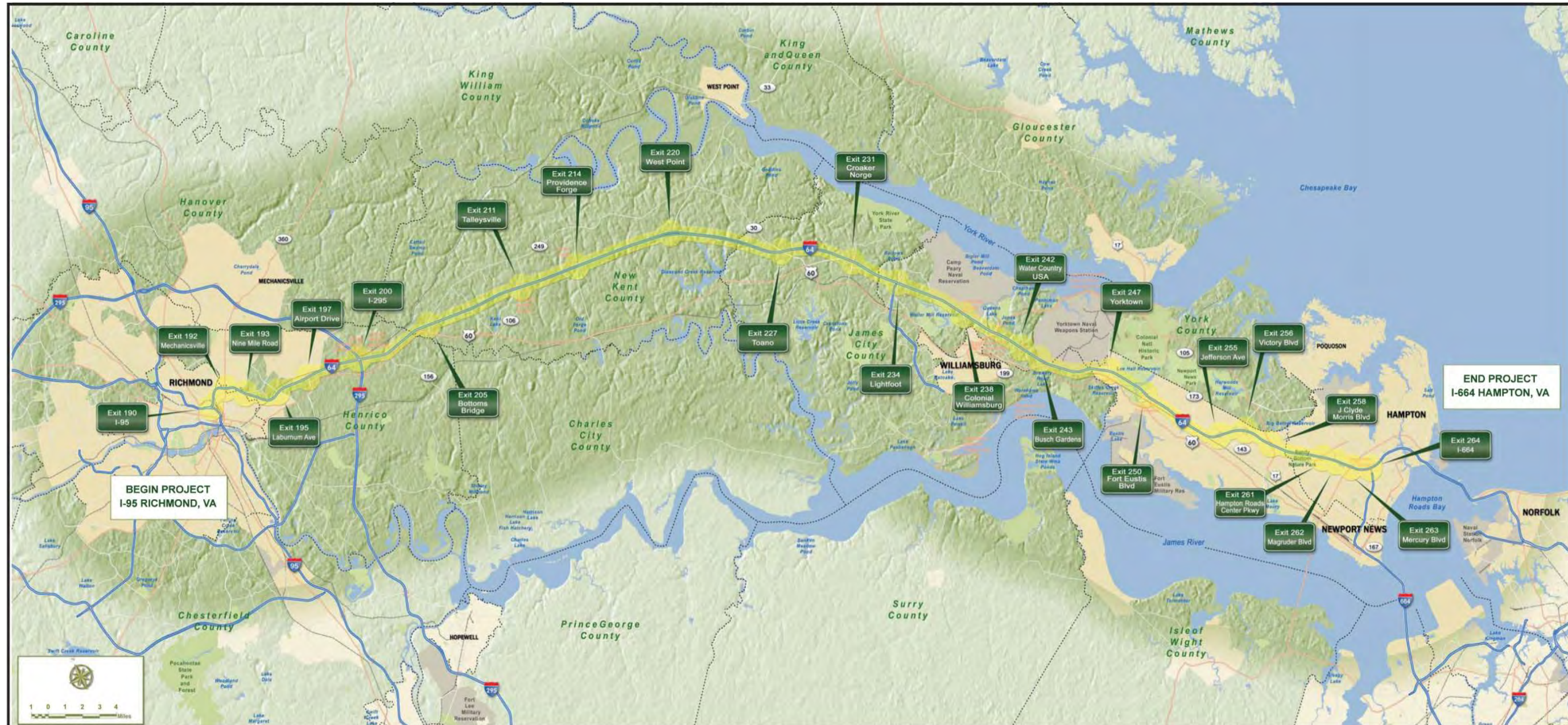
INVITED SIGNATORY:

NATIONAL PARK SERVICE COLONIAL NATIONAL HISTORICAL PARK

By: [Signature] Date: 11/20/13
P. Daniel Smith
Superintendent

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

**ATTACHMENT A
PROJECT LOCATION MAP**



**Attachment A
Project Location**

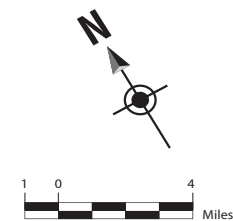
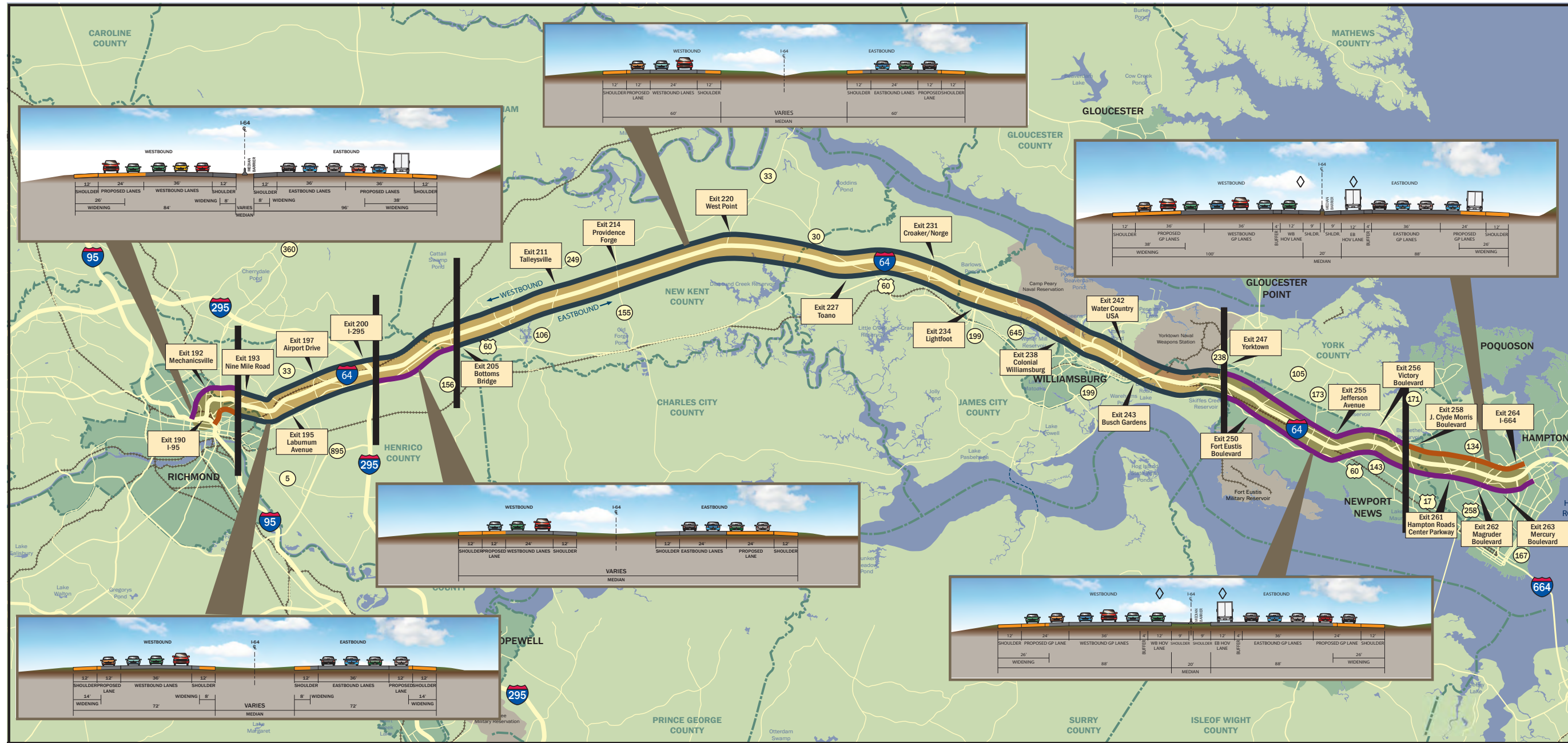




APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

ATTACHMENT B
CONFIGURATION OF ALTERNATIVE 1 (PREFERRED ALTERNATIVE)



- LEGEND**
- = One Additional Lane
 - = Two Additional Lanes
 - = Three Additional Lanes

Attachment B
Proposed Number of Additional Lanes for
Build Alternatives 1A and 2A.





INTERSTATE 64 PENINSULA STUDY

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

I. Introduction

This appendix documents the phased approach that would be used to implement Alternative 1 and the National Environmental Policy Act (NEPA) process associated with the phased approach. **Figure 1** illustrates the main components of the traditional EIS process that was used to initiate this study, how the phased implementation process was introduced to this study, and the next steps in the phased process.

As part of the National Environmental Policy Act (NEPA) process, the **Draft EIS** was prepared and made available for public and agency review. Comments received are included in **Appendix H – Comments on the Draft EIS** of this **Final EIS**, including a number of comments on how a project of this size would be funded, designed, permitted and constructed. Specific comments from the United States Environmental Protection Agency (USEPA), a cooperating agency for the **I-64 Peninsula Study**, suggested that "...the study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction." During the February 20, 2013, workshop, the Virginia Commonwealth Transportation Board (CTB) also discussed opportunities to phase the implementation of a Preferred Alternative. On April 17, 2013, after an opportunity for public comment, the CTB endorsed Alternative 1 as the Preferred Alternative with the option to widen to the outside or within the median to be determined on a section-by-section basis. Copies of the resolutions can be found in **Appendix J – Resolutions** of this **Final EIS**.

Following these actions, on June 28, 2013, the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) held a meeting with the I-64 Peninsula Study cooperating agencies to discuss the CTB resolution, the Preferred Alternative, the phased approach, and the next steps for the I-64 Peninsula Study. A copy of the minutes from this meeting can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. As discussed at this meeting, the cooperating agencies agreed with the phased approach to implementing the Preferred Alternative. The identification of a Preferred Alternative for the entire corridor is consistent with the objective of analyzing transportation solutions on a broad enough scale to provide meaningful analysis. It was agreed that further coordination with the appropriate agencies

would occur as the project progresses. The framework of this coordination is described in the next section of this appendix.

The first likely operationally independent section was identified in the Hampton Roads Transportation Planning Organization (TPO) resolution dated June 20, 2013, as the expansion of I-64 from Exit 255 (Jefferson Avenue) to Exit 242 (Humelsine Parkway) to six lanes. This resolution is contained in **Appendix J – Resolutions** of this **Final EIS** and is based on several previous actions, including the June 19, 2013, CTB approval of the 2014-2019 Six-Year Improvement Program (SYIP) which includes \$100 million in funding for Capacity Improvements to I-64 from the City of Newport News to the City of Williamsburg. While the SYIP includes funding for this section, there is no identified funding for the remainder of Alternative 1 at this time.

To describe the phased approach, text has been included throughout this **Final EIS** explaining that the implementation of Alternative 1 would occur via the construction of operationally independent sections. An operationally independent section can be built and function as a viable transportation facility, even if the rest of the work described in this **Final EIS** is never built. It is possible that the full number of lanes associated with the Preferred Alternative for a particular operationally independent section may not be constructed initially. The **Final EIS** does not place any restrictions on the phasing for construction purposes for the operationally independent sections. Therefore, each future analysis update will be based on the scope of the operationally independent section to be covered by the **ROD**. The full number of lanes identified for Alternative 1 can be found in **Figures II.3 and II.4** in **Chapter II – Alternatives Considered** of this **Final EIS**.

II. Agency Coordination and Public Involvement throughout the Phased Implementation

This section describes the roles different groups, agencies, elected officials, and the public would play in the phased implementation of Alternative 1.

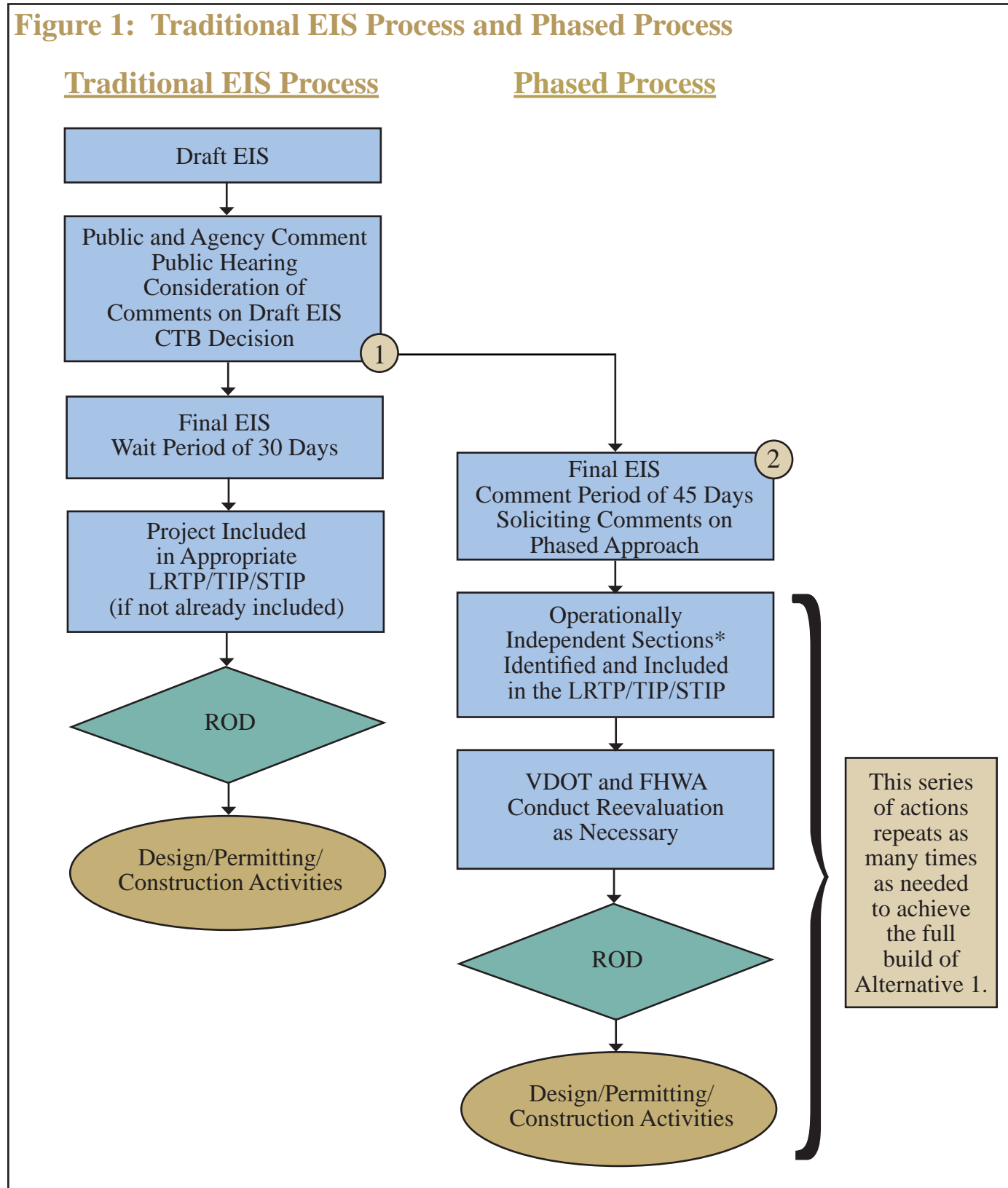
A. Metropolitan Planning Organizations

The Hampton Roads TPO and Richmond Area Metropolitan Planning Organization (MPO) will play a critical role in implementing this phased approach. It is the responsibility of these planning organizations to program funding for operationally independent sections within metropolitan planning areas. In accordance with the current federal regulations and guidance,

projects in metropolitan planning areas must be included with identified funding in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), which is included within the Statewide Transportation Improvement Program (STIP). Projects in rural areas outside of metropolitan planning areas must be consistent with the Statewide Long Range Transportation Plan (SLRTP) and contained within the STIP (23 CFR 450). Until funding for the next subsequent phase (e.g., right of way acquisition) of a section is included in the respective organization's TIP and/or STIP, and funding for construction of that section is included in the LRTP, FHWA cannot issue a **Record of Decision (ROD)** for the given section.

The MPOs work cooperatively with the state and public transit providers to identify the necessary funding for transportation improvement projects. Prior to a project being included in the TIP and/or STIP, the planning organization must complete an air conformity analysis in non-attainment or maintenance areas. The Metropolitan Planning Regulations (23 CFR 450) and the Clean Air Act (CAA) Transportation Conformity Rule (40 CFR 93) require that a project located in a metropolitan planning area and/or in a CAA nonattainment or maintenance area be contained in a conforming, fiscally-constrained LRTP. The study area encompasses the Richmond Area MPO and the Hampton Roads TPO which are responsible for regional conformity analyses. The portions of the I-64 Peninsula project located in Henrico, James City and York Counties and the Cities of Richmond, Newport News and Hampton lie in an area that is currently designated as being in "maintenance" with the 8-hour ozone standard. As such, implementation of Alternative 1 within this region would be subject to regional transportation conformity requirements for ozone. The **I-64 Peninsula Study EIS** is included in the Hampton Roads TPO Fiscal Year (FY) 2012-2015 TIP and 2034 LRTP for Preliminary Engineering (PE) only. Similarly, the I-64 Peninsula Study is included in both the Richmond Planning District Commission FY 2012-2015 TIP and 2035 LRTP for PE only. Therefore, the I-64 Peninsula project was not included in the regional conformity determination. Once funding is identified through the construction phase for an operationally independent section that section can be added to the respective LRTP to meet the fiscal constraint requirements and can then be included in a regional transportation conformity analysis, if required. Once the air conformity effort is complete, the TIP/STIP can be updated and FHWA can move forward with issuing a **ROD** for that section.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS



FLOWCHART TERMINOLOGY

- ① The CTB endorsed Alternative 1 (a combination of Alternatives 1A and 1B) as the Preferred Alternative. Based on fiscal constraints, the length of the corridor, and comments from cooperating agencies, FHWA and VDOT considered a phased implementation approach.
- ② FHWA and VDOT incorporate phased approach into this **Final EIS**.

Acronyms

CTB	Commonwealth Transportation Board
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
LRTIP	Long Range Transportation Plan
ROD	Record of Decision
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
VDOT	Virginia Department of Transportation

*An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in the **Final EIS** is never built.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

B. Cooperating and Participating Agencies

The role of the cooperating and participating agencies in the NEPA process, as identified in the *I-64 Peninsula Study EIS Coordination Plan*, has been largely completed through the publication of this **Final EIS**. However, as the phased approach is implemented, these agencies would retain their role as resource, regulatory, and/or land management agencies. These roles are described below. A list of the cooperating and participating agencies is contained in **Appendix B – Distribution List** of this **Final EIS**.

C. Resource and Regulatory Agencies

As described in the **Executive Summary** and throughout **Chapter III - Environmental Resources, Impacts and Mitigation** of this **Final EIS**, coordination with the appropriate resource and regulatory agencies would continue, as necessary, as operationally independent sections are developed. Prior to issuing a **ROD** for an operationally independent section, FHWA and VDOT would update the environmental analysis in this **Final EIS** as necessary. Coordination with the resource and regulatory agencies such as, but not limited to, the U.S. Corps of Engineers (Corps), the USEPA, the United States Fish and Wildlife Service, the United States Coast Guard, the National Marine Fisheries Service, the Virginia Department of Environmental Quality (VDEQ), the Virginia Department of Game and Inland Fisheries, the Virginia Department of Conservation and Recreation, Virginia Department of Health, the Virginia Marine Resources Commission, and the Virginia Department of Historic Resources (VDHR) may occur, depending on the environmental resources involved in an operationally independent section.

Once a **ROD** is issued for an operationally independent section, that section of the I-64 Peninsula Study would move into the final engineering design phase. It is during this phase that design details including the precise disturbance limits, the specific right of way required, the placement of new pavement, and certifications and permits would be prepared and obtained. Certifications and permits would be obtained for items such as: Waters of the United States, including wetlands; navigable waters; coastal zone management areas; and stormwater/erosion and sediment control. Resource and regulatory agencies involved in the certification and permit processes include all of the agencies listed in previous paragraph. Any necessary mitigation measures also would be finalized through coordination with the appropriate agencies.

The operationally independent section would also move into the

right of way acquisition and utility relocation phases where any additional right of way needed would be identified and acquired. The acquisition of right of way would follow the most current state and federal regulations before proceeding into construction.

During construction, further coordination would occur between FHWA, VDOT and the appropriate resource and regulatory agencies, as needed. This would include coordination with the Corps and the VDEQ for construction monitoring required as part of Waters of the United States permits, and coordination with the VDHR as outlined in the Programmatic Agreement for any adverse effects to historic properties.

D. Section 106 Consulting Parties and the Programmatic Agreement

As part of the historic properties investigations, eight groups accepted consulting party status as part of the consultation process under Section 106 of the National Historic Preservation Act. Further descriptions of the consulting parties and the historic property investigations can be found in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**.

To satisfy the requirements of 36 CFR 800, a Programmatic Agreement has been developed by the consulting parties and is included in **Appendix K - Programmatic Agreement** of this **Final EIS**. This Programmatic Agreement outlines the process by which historic properties potentially affected by the undertaking would be handled during final design and/or construction. This includes identification of archaeological resources, final effect determinations and opportunities to avoid, minimize or mitigate adverse effects on historic properties. As part of the commitments outlined in the Programmatic Agreement, coordination with consulting parties would continue for specific resource needs that may be identified. This coordination would be initiated by FHWA and VDOT as operationally independent sections of the I-64 Peninsula Study progress.

The first likely operationally independent section of the I-64 Peninsula Study passes through the Yorktown Battlefield with portions of the battlefield located on either side of the roadway. This battlefield has been determined eligible for the National Register of Historic Places and the boundaries for this battlefield were recommended by the American Battlefield Protection Program in 2009. In accordance with 36 CFR 800.5(a), VDOT assessed the effects to this property and provided recommended effects to the VDHR. The VDHR concurred that there would be a

no adverse effect on this property. In addition to the areas within this battlefield, there would be land disturbance throughout the construction limits for this first likely operational independent section. The construction limits would be determined during the final engineering design phase. Once these limits were confirmed, VDOT would complete the necessary archaeological investigations, as outlined in the Programmatic Agreement, and present the results to the VDHR and other consulting parties.

E. Officials with Jurisdiction over Section 4(f) Resources

As described in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**, 26 properties within the I-64 corridor were identified as Section 4(f) resources. Based on the anticipated impacts of Alternative 1 and consultation with the VDHR and the officials with jurisdiction over the Section 4(f) properties, FHWA intends to make de minimis findings on four of these resources when issuing a **ROD** for an operationally independent section that contains one or more of these properties. These four resources are: the Cold Harbor Battlefield, Newport News Park, Battle of Yorktown and Bluebird Gap Farm. Coordination letters regarding each of these properties can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. There are no other planned uses of the other 22 identified Section 4(f) resources. During the final engineering design phase, impacts to the Section 4(f) properties identified would be compared to the impacts identified in this **Final EIS** and **ROD** and the appropriate level of analysis, coordination and documentation would be completed as operationally independent sections are advanced through this phased process.

The Newport News Park is located within the first likely operationally independent section. Further investigations would be completed that examine designs to minimize impacts to the park. As part of this effort, any unavoidable impact to the park would be calculated and coordination held between FHWA, VDOT and the City of Newport News to discuss impacts and to achieve agreement on mitigation measures for this area prior to FHWA issuing a **ROD** for this section.

F. Future Indirect and Cumulative Effects Analysis

Prior to the issuance of a **ROD** for operationally independent section, the systematic processes utilized for both the indirect effects analysis and the cumulative effects analysis will be reviewed and updated for the particular section in order to

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

quantitatively identify indirect and cumulative effects to the extent practicable. Included in this review and update will be the identification of indirect and cumulative effects as described in *Section I - Analysis of Indirect Effects, Subsection F, Step 5 – Identify Potentially Significant Indirect Effects for Analysis* and in *Section II - Analysis of Cumulative Effects*.

Impacts to the following notable features and resources identified and evaluated in this indirect and cumulative effects assessment will be reviewed and updated as described below:

- **Socioeconomic and Land Use** – Neighborhoods and Community Facilities and Environmental Justice Populations;
- **Natural Resources** - Waters of the United States, Including Wetlands, Water Quality, Floodplains and Threatened and Endangered Species; and
- **Section 4(f) Resources**.

The updated analysis will utilize current data, field conditions and designs, along with engaging in the necessary coordination with the appropriate localities and resource and regulatory agencies. The updated analysis will also adhere to the current federal and state regulations governing these resources.

G. Other Project Area Coordination

Throughout the **EIS** process, coordination was initiated with numerous groups representing various resources and facilities throughout the I-64 Peninsula Study project area. The following lists these groups along with the needs for future coordination throughout the phased approach.

City of Newport News - Newport News Park/Lee Hall Reservoir: I-64 passes through the Newport News Park/Lee Hall Reservoir, between Exit 247 (Yorktown) and Exit 250 (Fort Eustis Boulevard). In addition to Lee Hall Reservoir being a public water supply, the area surrounding the reservoir includes the Newport News Park.

In their comment letter on the **Draft EIS**, the USEPA noted the potential impacts to drinking water reservoirs, including the Lee Hall Reservoir, and the need to coordinate with officials with jurisdiction over these reservoirs. The comment letter from the USEPA is included in **Appendix H – Comments on the Draft EIS** of this **Final EIS**. In response to this comment, FHWA and VDOT solicited comments from the Lee Hall Reservoir staff. Comments from representatives with the Lee Hall Reservoir staff are included in **Appendix I - Coordination in Response to Comments on the**

Draft EIS of this **Final EIS**. As described in this letter, design and construction of the first likely operationally independent section would need to address stormwater management, erosion and sediment control, and fuel storage and handling for construction equipment. Reservoir staff also offered data on the topography of the reservoir and recommended that the design take advantage of median area to minimize impacts to the shoreline and near-shore habitat areas.

During the final engineering design and permitting phase, investigations would be completed that examine designs to minimize impacts to the reservoir and address other concerns raised by the reservoir staff. As part of the permitting process, any unavoidable impact to the reservoir would be included in calculated impacts for Waters of the United States. Also during this phase, coordination meetings would be held with the appropriate resource and regulatory agencies along with Newport News reservoir staff to discuss impacts and mitigation measures for this area.

United State Department of Defense – Camp Peary Naval Reservation and the Yorktown Naval Weapons Station: As described in **Chapter 1 – Purpose and Need** of this **Final EIS**, there is a large military presence in Hampton Roads and throughout the Tidewater area, including the Camp Peary Naval Reservation and the Yorktown Naval Weapons Station. Throughout the **EIS** study process, various coordination events were held with representatives of these facilities to define their areas of need and interest. A comment letter on the **Draft EIS** was received from the United States Department of the Navy (Navy), Naval Weapons Station Yorktown and is included in **Appendix H - Comments on the Draft EIS**. In this letter, it is stated that “...for roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen the interstate to the median while leaving the northern property boundary and westbound travel lane outside limits as-is. If the lane were widened to the north, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence. The Navy supports the proposal to widen the Interstate to the median at Exit 242 (Water Country USA) to Route 199.” In addition, the letter states “For roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of

land, if needed, in support of this project, provided the project relocates all displaced Navy infrastructure including but not limited to fences, utilities access roads.”

The Yorktown Naval Weapons Station is located within the first likely operationally independent section. Additional coordination on the potential impacts in this area along with further investigations of the recommendations from the facility would be coordinated with the United States Department of Defense (USDOD) as this section is advanced through this phased process. FHWA and VDOT are committed to the necessary coordination in the final design engineering phase with the USDOD to satisfy their concerns to avoid unnecessary impacts to USDOD properties, and to ensure that proper care is given to these concerns throughout the construction phase.

United States Department of Interior, National Park Service – Colonial National Historical Park: As described in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**, I-64 currently spans over the Colonial National Historical Park at the Colonial Parkway. Throughout the **EIS** process, numerous coordination activities occurred with the United States National Park Service (USNPS) to discuss the park and parkway. In examining potential impacts to this area, it is anticipated that the proposed I-64 roadway improvements along this area would fall within VDOT right of way, thereby avoiding direct impacts to any USNPS property. The coordination letter to the USNPS on this matter can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**.

The Programmatic Agreement included in **Appendix K - Programmatic Agreement** of this **Final EIS**, includes a number of commitments that would require ongoing coordination with the USNPS through the phased approach. The Programmatic Agreement includes commitments to develop designs that would preserve the appearance of the Colonial Parkway and the I-64 bridges that pass over it, as well as conducting all necessary archaeological work on and adjacent to USNPS property prior to construction. Also, the Programmatic Agreement contains commitments to further coordinate with the USNPS on traffic management and vegetative screening along the Colonial Parkway as it approaches and passes under I-64. During the design and construction phases of relevant operationally independent sections, further coordination would occur between FHWA, VDOT and the USNPS, as needed to address these issues.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

H. Public

Throughout the phased approach, public involvement opportunities would follow the most current FHWA and VDOT regulations and policies. Currently, FHWA regulations (23 CFR 771.111(h)(3)) state that "...based on the reevaluation of project environmental documents required by CFR 771.129, the FHWA and the State highway agency will determine whether changes in the project or new information warrant additional public involvement." As an operationally independent section was analyzed in preparation for the issuance of a **ROD**, public involvement opportunities could include: the necessary property notifications needed for any additional field activities; information coordinated through representatives of the Hampton Roads TPO and Richmond Area MPO; and NEPA documentation being made available for public review. During the final engineering design phase, public involvement opportunities could include: citizen information meetings, community meetings, special purpose meetings, and notices for design public hearings or the willingness to hold a design public hearing prior to design approval. In addition, any additional right of way needed would require meetings with individual property owners. During the construction phase, public opportunities could include: community, special purpose and individual meetings, and the use of variable message signs to alert drivers of construction activities. Throughout the development and implementation of phases, public information would be posted on VDOT's website.

III. Completing the NEPA Process

A. Identifying Operationally Independent Sections/ Funding

Chapter II – Alternatives Considered of this **Final EIS** explains that the implementation of Alternative 1 would occur via the construction of operationally independent sections as funding is identified. The development of the operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO and other state and federal resource and regulatory agencies, as described in the previous section of this appendix.

The first likely operationally independent section was identified in the Hampton Roads TPO resolution dated June 20, 2013, as the expansion of I-64 from Exit 255 (Jefferson Avenue) to Exit 242 (Humelsine Parkway) to six lanes. This resolution is contained in **Appendix J – Resolutions** of this **Final EIS** and is based

on several previous actions, including the June 19, 2013 CTB approval of the 2014-2019 SYIP which includes \$100 million in funding for Capacity Improvements to I-64 from the City of Newport News to the City of Williamsburg. In examining the I-64 Peninsula Study, the Hampton Roads TPO wanted to determine the appropriate operationally independent section that could be developed with the anticipated funding. To aid in this determination, VDOT performed the necessary analysis and prepared a report which examined the specific needs of the proposed operationally independent section. A copy of this report is included in the *I-64 Peninsula Alternatives Development Technical Memorandum Appendix G*. This report is an example of one type of analysis that may be done in evaluating potential operationally independent sections. The level of analysis and documentation needed to identify the operationally independent sections would be determined by FHWA and VDOT in coordination with the Richmond Area MPO and Hampton Roads TPO, as necessary.

The MPOs work cooperatively with the state and public transit providers to identify the necessary funding for transportation improvement projects. For future sections within metropolitan planning areas, the Hampton Roads TPO and Richmond Area MPO will play a critical role in implementing this phased approach by securing funding for operationally independent sections. For areas outside of metropolitan planning areas, the CTB would allocate the funds for the sections. Although the SYIP includes funding for the first likely section, there is no identified funding for the remainder of Alternative 1 at this time. In addition, prior to a project being included in the TIP/STIP, the MPO must complete an air conformity analysis in nonattainment and maintenance areas as described in **Section II.A Local Planning Agencies** of this appendix.

With the identification of reasonably available funding for an operationally independent section and with the publication of this **Final EIS**, the section can be added to the LRTP to meet the fiscal constraint requirements and can then be included in a regional transportation conformity analysis.

B. Determining Outside/Median Widening

As previously described, the identification of future sections along with the determination as to outside or median widening for the mainline of I-64 would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO and other state and federal resource and regulatory agencies. Impacts to natural,

socioeconomic and cultural resources, along with engineering considerations including lane geometry, hydraulic and drainage needs, signing and pavement markings, structures and walls, and utilities and right of way requirements, would be considered in determining the location of the widening. Once the footprint for the widening is identified, the appropriate NEPA studies and documentation would be prepared for the impact areas discussed in this **Final EIS**. The impacts would be based on more detailed information, and it is likely that the impacts would be lower than those identified in this **Final EIS**.

C. Completing NEPA Studies and Documentation

Once the previous steps have been completed, FHWA and VDOT would examine the given operationally independent section to determine the need for re-evaluating this **Final EIS**. Current FHWA regulations (23 CFR 771.129(b)) do not require a written reevaluation if major steps to advance the action occur within three years after FHWA approval of a Final EIS. The need for, and scope of, additional NEPA studies and documentation would be determined on a case-by-case basis and follow the most current FHWA and VDOT regulations and policies. Future environmental studies would also follow the current regulations and policies of the resource and regulatory agencies in identifying resources, impacts and mitigation measures.

As part of future NEPA studies, additional agency and public coordination would also occur as necessary. Additional descriptions of possible future agency and public coordination activities which could occur during these studies are contained in **Section II - Agency Coordination and Public Involvement throughout the Phased Implementation** of this appendix.

D. Issuing the RODs

The NEPA process for a given operationally independent section would be completed through the issuance of a **ROD**. In order for FHWA to issue a **ROD**, the steps described in this section must be complete. Once issued, a **ROD** would be made available to the public.

IV. Implementation

The previous sections of this appendix include descriptions of the phased approach, agency coordination and public involvement, and completing the NEPA process. The next steps in the phased implementation of the Preferred Alternative are the final engineering design, right of way and utilities, and construction.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

The following describes the key technical components within each of these phases. As previously described, public involvement and agency coordination opportunities would occur as necessary throughout all of these phases depending on the circumstances of the operationally independent section.

As described in **Chapter II – Alternatives Considered** of this **Final EIS**, the alternatives for the I-64 mainline improvements and for the interchange areas were completed to a conceptual design level. The final engineering design phase for operationally independent sections would include detailed engineering design based on field survey data in designing items such as, but not limited to: the limits of pavement, including roadway and shoulders; structures including walls and bridges; hydraulics and drainage; sedimentation and erosion; landscaping; lighting; signing and pavement markings; maintenance and protection of traffic; cut/fill limits of disturbance; staging areas; and the identification of right of way and utility needs. The final engineering design would follow the most current state and federal policies and regulations.

In addition to the future final engineering design work necessary for the I-64 mainline widening, future design efforts would be necessary for the 25 existing interchanges within the I-64 Peninsula Study project area. During the **EIS** studies, geometric deficiencies along with design year 2040 traffic volumes and resulting levels of service (LOS) at each interchange location were examined. Conceptual designs were investigated that would accommodate the future traffic, and assumptions were made and applied to each interchange to establish a study footprint that would allow for enough flexibility during the final design phase to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as operationally independent sections progress. During the Interchange Modification Report process, which is currently required before FHWA approves any changes to interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design during the final engineering design phase.

Also during this phase the required certifications and permits would be prepared and obtained for items such as: Waters of the United States, including wetlands; navigable waters; coastal zone management areas; and stormwater/erosion and sediment control. Any necessary mitigation measures also would be finalized

through coordination with the appropriate agencies. In addition, commitments made in this **Final EIS**, including the Programmatic Agreement, and subsequent NEPA documentation along with any commitments agreed to during the permitting process would be included in the final engineering design plans.

An operationally independent section would also go through the right of way acquisition and utility relocation process where any additional right of way needed would be acquired. As part of the **EIS** studies, right of way impacts were calculated to a conceptual design level. During the final engineering design phase specific impacts to each individual property would be defined based on the final engineering design for the I-64 mainline and for the interchange areas. The acquisition of any additional right of way would involve coordination with individual property owners in following the most current state and federal regulations before proceeding into construction. In addition, impacts to existing and future utilities would be determined through coordination with the necessary utility companies. This coordination would also identify the need for any additional right of way required for the relocation of utilities along with any special requirements needed for the relocation process.

During the construction phase, clearing, earthwork and construction activities would occur. Activities within the construction zone and necessary staging areas would be identified and coordinated with the appropriate parties based on current state and federal regulations. Mitigation and coordination commitments made in this **Final EIS** and subsequent NEPA documents, along with any commitments agreed to during the final engineering design and permitting phase, would be adhered to during the construction phase. Coordination would occur with the public and appropriate resource and regulatory agencies as necessary as a section is constructed.

As previously described in this appendix, public opportunities during the construction phase could include, but are not limited to: community, special purpose and individual meetings along with the use of variable message signs to alert drivers of construction activities. Throughout this phase, public information would also be posted on VDOT's website. In addition, coordination would occur between FHWA, VDOT and the appropriate resource and regulatory agencies including: coordination with the Corps and the VDEQ for construction monitoring required as part of the Waters of the United States permits, and coordination with the VDHR for effects to historic properties as outlined in the Programmatic Agreement.

V. Summary

This appendix was developed to explain the phased approach that would be taken to implement Alternative 1 as identified in this **Final EIS**. It includes an explanation of the steps required to secure funding and identify operationally independent sections, and it provides descriptions of agency coordination, public involvement, and the procedures for completing the NEPA process.