



April 2012

WELCOME

Thank you for your **participation** in this important transportation study. The Virginia Department of Transportation (VDOT) is holding this second set of Citizen Information Meetings to review current study information and to gather your input on the range of alternative concepts developed for the I-64 Hampton Roads Bridge Tunnel study. The study extends from the I-664/I-64 interchange in Hampton to the I-564/I-64 interchange in Norfolk (approximately 11 miles).

The study involves preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The EIS will evaluate a range of transportation alternatives that address transportation needs in the corridor. During this meeting, you will have an opportunity to discuss the alternative concepts and provide feedback and suggestions to the study team.

Purpose of the Meeting

This meeting is part of the Alternatives Development stage of the EIS. VDOT welcomes your input on the following important study elements:

- **Purpose and Need** – Based on previous input, VDOT has identified transportation needs within the study corridor that include capacity and roadway deficiencies.
- **Existing and Future Traffic** – VDOT has identified existing traffic conditions and projections of future traffic conditions.
- **Alternatives** – VDOT is developing alternative concepts which would address the future traffic conditions and transportation needs.
- **Environmental Conditions** – Nearby environmental resources which may be affected are being identified.

Alternatives Development Citizen Information Meetings

Wednesday, April 18, 2012, 4 –7 p.m.
Hampton Roads Convention Center
1610 Coliseum Drive
Hampton, VA 23666

Thursday, April 19, 2012, 4 –7 p.m.
Granby High School
7101 Granby Street
Norfolk, VA 23505



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

PROCESS AND MILESTONES



What We Heard

The HRBT study team initiated scoping early in the EIS process. Scoping provided a preliminary opportunity to identify issues and concerns within the corridor. This process included two public meetings in mid-July 2011. The insights and issues identified during scoping have been used to develop the study purpose and need and the range of alternative concepts.

Study Purpose and Need

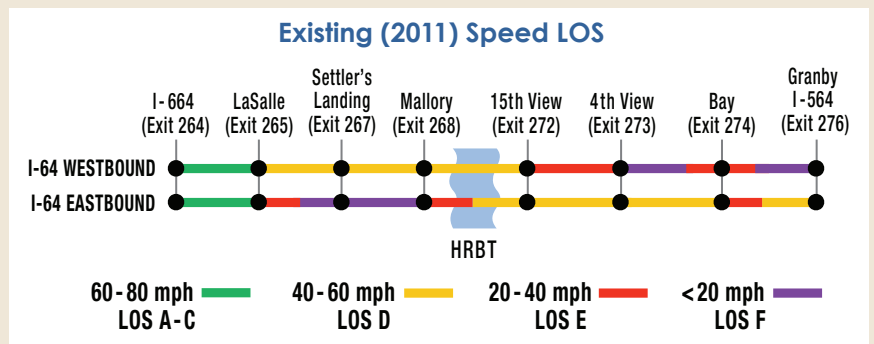
The study corridor provides a critical link in the Hampton Roads regional transportation network, serving multiple travel purposes. The purpose of the study is to find solutions that would address the two primary study needs: insufficient transportation capacity and roadway deficiencies.

Capacity

- Substantial congestion occurs during lengthy peak travel times such as daily rush hour and holiday travel.
- Traffic backups typically extend 3-5 miles.
- Level of Service (LOS) is failing in many locations. LOS is a means of measuring traffic congestion based on letter grades, with A being least congested and F being most congested.
- Average peak hour speed, when related to LOS (refer to figure at bottom right), is often well below the posted speed limit.
- Incidents exacerbate severe unreliability in travel time.

Roadway Deficiencies

- Substandard vertical clearance in the tunnels results in numerous truck turnarounds.
- Reduced number of lanes in corridor causes a bottleneck.
- Bridge clearance above water does not meet current standards for storm surge.
- Inadequate shoulders hinder efficient incident response.



Preliminary Alternatives Development

VDOT has identified a range of potential alternative concepts which are currently being screened based on their ability to address the purpose and need for the study. From these, there are three alternative concepts which appear to best satisfy the purpose and need: Build-8, Build-8 Managed, and Build-10.

No-Build Alternative – Under the No-Build Alternative, I-64 would remain predominantly three lanes per direction in Hampton; the HRBT would continue with current operations; and I-64 would remain two lanes per direction in Norfolk. VDOT would continue routine maintenance and repairs of I-64 and the HRBT as needed, but there would be no major improvements to the HRBT corridor.

Build-8 Alternative Concept – The Build-8 Alternative Concept proposes four travel lanes in each direction on I-64 throughout the corridor. This would generally add one travel lane in each direction in Hampton, and two travel lanes in each direction on the bridges, in the tunnel and in Norfolk. This example concept is shown below.

Build-8 Managed Alternative Concept – The Build-8 Managed Alternative Concept would be similar to the Build-8, but would include traffic management such as High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, and/or tolls. These management options also could facilitate bus transit.

Build-10 Alternative Concept – The Build-10 Alternative Concept proposes five travel lanes in each direction on I-64 through the corridor. This would generally add two travel lanes in each direction in Hampton, and three travel lanes in each direction on the bridges, in the tunnel and in Norfolk.

Build-8 Alternative Concept shown. Other alternative concepts are displayed at tonight's meeting and on the study website. The numbered sections below can be referenced on the map on page 2.

■ Denotes Existing ■ Denotes Proposed

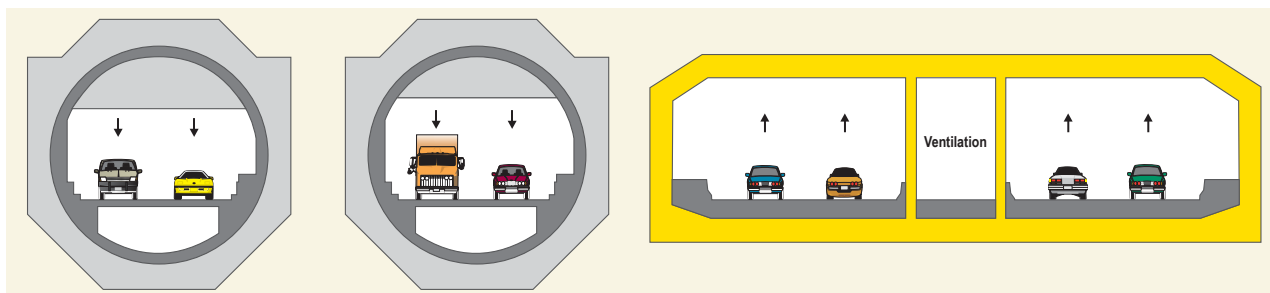
1. Peninsula (Hampton)



2. Bridge Approaches



3. Tunnels



4. Southside (Norfolk)



Your Input Counts

Your input will help shape the future of the HRBT corridor. We encourage you to get involved in the study process by reviewing information presented and completing a comment form. Comments can be made in one of the following ways by May 25, 2012.

- ➔ **Comment Form:** Drop a completed comment form into the comment box before you leave tonight.
- ➔ **Electronic Survey:** <http://hrbt.vaprojects.com/comment.php>
- ➔ **E-mail:** hrbtcomments@vaprojects.com (Refer to "HRBT EIS/Alternatives Meeting" in subject line.)
- ➔ **Mail:** Thomas Heil, 2901 S. Lynnhaven Road, Suite 300, Virginia Beach, VA 23452
- ➔ **Additional information:** Contact Angel Deem, VDOT Project Manager at Angel.Deem@VDOT.Virginia.gov

FAQ's

What is an EIS and what will it include?

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

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

The study is scheduled for completion in Spring 2014. If a build alternative is selected by the Commonwealth Transportation Board and approved by FHWA, the project can advance. Design documents must be completed, and right-of-way acquired, before construction can begin. This process may take several years to complete provided funding is available.

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

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

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

No funding is currently available for improvements. Funding decisions can be made after the EIS is complete if a build alternative is selected by the Commonwealth Transportation Board and approved by FHWA. The decision to proceed with project funding will be made by the Hampton Roads Transportation Planning Organization through input from local governments in the region.

What environmental resources are being considered in the study?

The following environmental resources are being evaluated in the EIS:

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



Responses to additional Frequently Asked Questions can be found on the study website:
http://www.virginiadot.org/projects/hamptonroads/i-64_hrbt_study.asp



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