The Location Study Process consists of the following components:

- **January 2011**: Introduction
- **March 2011**: Scoping
- **May 2011**: Purpose and Need
- **June 2011**: Alternatives Development
- **October 2011**: Draft Environmental Impact Statement
- **November 2011**: Record of Decision

**HOW TO COMMENT**

You can give us comments in four ways:

- **EMAIL**: If you prefer, you can email information to i-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference “CIM2 Comments” in the subject line.
- **ONLINE**: You can submit your comments using the on-line comment form by accessing the VDOT website page for this project at www.virginiadot.org/projects/hamptonroads/i-64_pensinsula_study.asp.
- **VISIT OUR WEBSITE**: For additional information you can access the VDOT website at any time to review all of the materials presented at tonight’s meeting and the dates, times and locations of future meetings. You’ll find other project information as well at www.virginiadot.org/projects/hamptonroads/i-64_pensinsula_study.asp.

**VISIT OUR WEBSITE**

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

**VISIT OUR WEBSITE**

While you are here, we ask that you:

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

Please tell us what you think. We are here to listen.
Increasing traffic congestion and an aging infrastructure have led to greater concerns for travelers along the corridor. Therefore, improvements to I-64 are needed to address the following:

**FREQUENTLY ASKED QUESTIONS**

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

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

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

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

**How long will it take to conduct the study?**
The study began in January 2011 and is scheduled to end in 2014.

**When would anything approved in this study actually be built?**
The environmental process has to be completed before any construction can occur. If a ‘build’ option is selected, design and construction documents must also be prepared and the right-of-way acquired. The entire process will take several years, assuming funding availability.

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

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

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

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

**DEVELOPING THE BEST SOLUTIONS**

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

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

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

**Highway Conceptual Build Alternatives**
A full range of build alternatives are being investigated. Investigations are focusing on:
- The number of lanes required to meet the needs of future traffic volumes projected for year 2040.
- The type of lanes including general purpose travel lanes, managed lanes, toll options and combinations of these.
- The locations of lanes including inside widening, outside widening, and combinations of the two.
- The types and locations of managed lanes such as: High Occupancy Toll (HOT) lanes, High Occupancy Vehicle (HOV) lanes, express toll lanes, full toll lanes, and combinations of these options.

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

**MANAGED LANES**
Managed lanes are highway facilities or a portion of a facility where operational strategies are implemented in response to changing conditions. These are the managed lane options being considered for the I-64 Corridor:
- **High Occupancy Vehicle (HOV) Lanes** – An HOV lane is designated for exclusive use by vehicles with two or more occupants for all or part of a day. Sometimes called a carpool lane, these lanes encourage people to share vehicles, rather than drive on their own, which takes more vehicles off the road, therefore lessening congestion.
- **High Occupancy/Toll (HOT) Lanes** – A HOT lane is any HOV lane that allows vehicles not meeting minimum occupancy requirement to use the lane by paying a toll.
- **Express Toll Lanes** – Lanes where all vehicles pay according to the same schedule.

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