



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
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**Charles A. Kilpatrick, P.E.**  
Commissioner

June 15, 2016

Mr. Wayne Fedora  
Acting Division Administrator  
Federal Highway Administration  
400 North 8th Street, Suite 750  
Richmond, Virginia 23219-4825

**SUBJECT: Request for Record of Decision**  
**Interstate 64 Peninsula Study Environmental Impact Statement**  
From: Approximately Exit 242 in York County  
To: Approximately Exit 234 in York County  
State Project No 0064-M11-002, P101; UPC 92212  
Federal Project Number: NHS-064-3(479)  
FEIS Date: November 26, 2013

Dear Mr. Fedora:

The Federal Highway Administration (FHWA), in accordance with provisions of the National Environmental Policy Act of 1969, as amended, (NEPA) and 23 CFR 771, approved a Final Environmental Impact Statement (FEIS) on November 26, 2013 for the proposed project, which involves the construction of additional general purpose lanes along Interstate 64 (I-64) between the City of Richmond and the City of Hampton (Attachment 5). The FEIS covered the full 75 miles of the study corridor.

The FEIS identified the preferred alternative as Alternative 1. At full build conditions, the preferred alternative would add one to three additional general purpose lanes along the corridor, depending on the identified capacity needs (Attachment 5). The FEIS also prescribed a means by which Alternative 1 could be implemented in operationally independent sections, as funding is identified. Operationally independent sections can be built and function as a viable transportation facility even if the rest of the work described in the FEIS is never built. As stated in the FEIS, the decision to widen to the outside or inside of the existing corridor would be made on a section by section basis.

The FEIS goes on to state that a Record of Decision (ROD) would be issued for each operationally independent section that is identified along the 75 mile corridor. The FEIS does not place any restrictions on the phasing for construction purposes for the operationally independent sections. As an operationally independent section is advanced, the environmental analysis in the FEIS would be updated as necessary and, provided that the section has met the transportation planning and air quality requirements, FHWA would issue a ROD for that section. This information was presented at VDOT's February 2014 federal partnering meeting, and the partners had no objections or substantive comments.

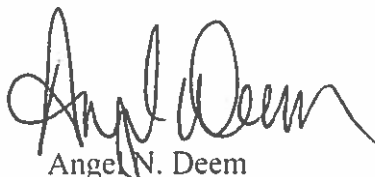
In September 2014, the Hampton Roads Transportation Planning Organization amended its 2034 Long Range Transportation Plan to include Section III for construction. This proposed section is approximately eight miles with termini located west of Exit 242 (Marquis Parkway/State Highway 199) in the east and west of Exit 234 (State Highway 199) in the west. These locations provide logical termini, and improvements will tie back into the existing facility. Work includes the repair and widening of four bridges and the replacement of two bridges and two overpasses. The widening is mostly to occur in the median of the existing interstate, avoiding impacts to existing interchanges. Attachment 1 demonstrates the proposed section meets the definition of an operationally independent section. The attachment also documents VDOT's intent to generally widen to the inside median. The attachments also demonstrate that the proposed operationally independent section has met the transportation planning and air quality requirements (Attachment 2).

Given the amount of time that has passed since the approval of the FEIS<sup>1</sup>, our offices have concurred that providing this letter and attachments meet the required needs for updated environmental analyses. This Request for Record of Decision (Request) has been prepared in accordance with the guidance prescribed in the FEIS. While the FEIS assessed environmental consequences at a study corridor level, this Request assesses the environmental consequences resulting from implementing the proposed section to determine if those environmental consequences result in significant environmental impacts not already considered in the FEIS (Attachment 2). Overall, conditions in the study corridor have changed very little since November 2013 when the FEIS was approved. Based on the reviews of existing data, VDOT has concluded that the implementation of the proposed section would not result in additional significant impacts not already considered in the previously approved FEIS.

Funding has been identified for the project. With this submission, VDOT is requesting a Record of Decision for this operationally independent section from FHWA. If you have any questions or need any further information, please contact Scott Smizik at 804-371-4082 or by email at [Scott.Smizik@VDOT.Virginia.gov](mailto:Scott.Smizik@VDOT.Virginia.gov).

Thank you for your attention to this matter.

Sincerely,  
VIRGINIA DEPARTMENT OF TRANSPORTATION



Angel N. Deem  
VDOT Environmental Division Director

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<sup>1</sup> Previous NEPA documentation is available at [http://www.virginiadot.org/projects/hamptonroads/i-64\\_peninsula\\_study.asp](http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp).

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cc: Mack Frost, FHWA  
Jim Utterback, VDOT  
Janet Hedrick, VDOT  
Tony Gibson, VDOT  
Scott Smizik, VDOT

#### Attachments

- 1) Description of the Proposed Section
- 2) Issues Evaluation Checklist
- 3) Indirect and Cumulative Effects Analysis
- 4) Relevant Communication Following the FEIS
- 5) Figures

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## **Attachment 1: Description of the Proposed Section**

This proposed section is approximately eight miles with termini located west of Exit 242 (Marquis Parkway/State Highway 199) in the east and west of Exit 234 (State Highway 199) in the west. These locations provide logical termini, as improvements will tie back into the existing facility. Work includes the repair and widening of four bridges and the replacement of two bridges and two overpasses. The widening is mostly to occur in the median of the existing interstate, avoiding impacts to existing interchanges.

This section also meets the definition of an operationally independent section. As noted in the FEIS and defined in FHWA guidance *Operational Independence and Non-concurrent Construction*, an operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in the FEIS is never built. The proposed improvements would add one (1) additional general purpose lane eastbound and one (1) additional general purpose lane westbound to I-64. This would achieve the full build condition recommended in the FEIS.

These recommendations are based on analysis included in the Traffic Technical Report associated with the FEIS, which found the need for one additional lane to initiate at Exit 242 and extend beyond Exit 234. This section would contribute to this defined need by adding the required capacity within the limits of the section before transitioning transition back into existing mainline conditions. To further fulfill the definition of an operationally independent section, the environmental commitments made in the FEIS, specifically those documented in Appendix L, would be adhered to for this section.

VDOT proposes to generally widen the interstate to the inside median. Widening to the inside of the median was selected for the proposed section based on the following:

- Reduces property impacts; and,
- Reduces impacts to natural and cultural resources.

The Hampton Roads Transportation Planning Organization (HRTPO) and Hampton Roads Transportation Accountability Commission (HRTAC) have taken the following actions to include this proposed section in the appropriate planning documents:

- 1) June 20, 2013 – HRTPO passed a resolution endorsing six-lane options to provide immediate congestion relief between Exit 255 (Jefferson Avenue) and Exit 242 (Humelsine Parkway).
- 2) October 17, 2013 – HRTPO identified nine priority projects for funding. This listing included a section from Exit 255 to Exit 250 and a second section from Exit 250 to Exit 242.
- 3) September 18, 2014 – HRTPO included the proposed section in the 2034 Long-Range Transportation Plan
- 4) April 16, 2015 – HRTPO voted to modify its 2034 Long-Range Transportation Plan (LRTP) to meet fiscal constraint requirements. The proposed section was already included in the LRTP.
- 5) On March 16, 2016 the HRTPO board amended the Hampton Roads Fiscal Year 2015-2018 Transportation Improvement Program to include the \$10 million to fund the next subsequent phase.

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**Attachment 2: Issues Evaluation Checklist**

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Transportation</b>				
Traffic Volumes/Patterns/Time	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Implementation of the proposed section would improve traffic conditions to Level of Service C and would contribute to the purpose and need of the FEIS. More detailed traffic analysis would be developed as part of the final design to confirm LOS C would be achieved. See Attachment 1 for updates to transportation planning documents.
Transportation Plan	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
<b>Socioeconomics and Land Use</b>				
Land Use Conversion	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation, aerial photo mapping, planning corridor drawings for the proposed section, and York County Comprehensive Plan.	No	Land use has not changed within the study area that extends 500 feet from existing pavement. Land use along the corridor is a mix of Department of Defense properties, Colonial National Historical Park, Waller Mill Park, and existing residential and commercial development.
Development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			
Consistent with Area's Comprehensive Plan	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The York County Comprehensive Plan, <i>Charting the Course to 2035</i> (2013) acknowledges congestion, failing conditions, and/or the need for the widening of Interstate 64. This plan has not been updated since the publication of the FEIS.
Populations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The 2010 Census documented a 2010 population of 65,464 in York County. The proposed section passes through two of the three Census Tracts that fall within the 500-foot planning corridor that runs through the county. See Attachment 3 for more details on populations.
Emergency Services	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	There are no emergency service facilities located within the 500 foot planning corridor considered in the FEIS. As projected in the FEIS, improvements to the proposed section could assist in improving response times for emergency services.

<sup>2</sup> New information consists of data that was not included in the FEIS. This may include new information or the presentation of data for the proposed section that was not discussed in the FEIS.

Issue/Resource	New Information? <sup>2</sup> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Method of Review	Have the Impacts Changed?	Comment
Potential Relocations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	The FEIS reported 214 residential, 80 business, and 11 rural impacted parcels within the 500-foot buffer for the preferred alternative. This assumed widening to the outside. By widening to the inside, these figures were reduced to 212 residential, 80 business, and 11 rural impacted parcels. Within the proposed section, the FEIS identified 59 residential parcels (27 structures) that could be impacted by the proposed section. These impacts are conservative and anticipated to change upon the development of detailed project design. As project design advances, and the right-of-way impacts are better understood, VDOT will develop a detailed relocation plan for all displaced residents, businesses, and non-profit organizations. The acquisition of property and any necessary relocations will be conducted in accordance with all applicable federal laws, regulations and requirements, including but not limited to 23 CFR §710, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and its implementing regulations found in 49 CFR §24. All persons displaced on federally-assisted projects will be treated fairly, consistently, and equitably so that they do not experience disproportionate effects as a result of projects that are designed for the benefit of the public as a whole. VDOT will provide relocation resources to all residences, businesses, and non-profit organizations potentially impacted by the proposed improvement without discrimination in accordance with current VDOT Right-of-Way Manual procedures.



Issue/Resource	New Information? <sup>2</sup> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Method of Review	Have the Impacts Changed?	Comment
Environmental Justice Populations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The proposed section does not pass through census tracts with environmental justice populations that are higher than that of the surrounding jurisdiction. The Census Tract east of the proposed section, within York County, does have environmental justice populations that are higher than that of the surrounding jurisdiction. As noted in the FEIS, the proposed general purpose lanes would be constructed along an existing corridor and, as such, improvements are not expected to have a disproportionately high and adverse effect on minority or low-income populations. The additional lanes would be constructed in the median, thereby minimizing any impacts on Environmental Justice populations as compared to constructing lanes on the outside of the existing roadway. The potential property impacts described above, as well as the construction impacts discussed later in this attachment, would impact environmental justice populations. The proposed improvements would be focused on an existing interstate that is bound by existing residential communities. As widening would occur primarily to the median, these impacts would not be disproportionately high or represent adverse effects to minority and low-income populations. See Attachment 3 for additional information on environmental justice populations.
Farmlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	An estimated 11 acres of Prime Farmland and 6 acres of Farmland of Statewide Importance exist within the area of potential right of way for the proposed section. Final impacts to these resources would be determined through final design.
<b>Energy</b>				
Energy	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	As stated in the FEIS, traffic volumes and capacity are projected to result in increased traffic on I-64. However, much of that is expected to be traffic that would still exist under the No-Build conditions because traffic would use other roads to avoid a severely congested I-64. The total amount of vehicles, and vehicle-miles traveled, in the region would not substantially change. In addition, the capacity of I-64 would be improved. Therefore, there would be less idling and/or reduced speeds for drivers on I-64, which in turn would result in less fuel being burned during their trip as compared to the No-Build conditions.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Air Quality</b>				
Air Quality Criteria	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	There have been no changes to air quality criteria since the publication of the FEIS.
Conformity	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of regional financially constrained long-range transportation plans.	No	The region is in attainment of the national ambient air quality standards (NAAQS) for all criteria pollutants. Transportation conformity requirements therefore do not apply.
Air Quality Impacts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – regulations have been modified since the publication of the FEIS.	Effective April 6, 2015, with the revocation (80 FR 12264) by EPA of the 1997 national ambient air quality standards (NAAQS) for ozone, the region is in attainment of the NAAQS for all criteria pollutants. Transportation conformity requirements, which previously applied for the region as it was in maintenance for the 1997 ozone standard, no longer apply.
Regional Compliance with the PM Standards	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The study area is located in Attainment Area for PM <sub>10</sub> and PM <sub>2.5</sub> NAAQS.
Regional Compliance with the Ozone Standards	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The study area is located in an Attainment Area for ozone.
Air Toxic Analysis	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The results of the analysis completed for the FEIS are consistent with the national mobile source air toxics (MSAT) emission trends as predicted by MOBILE6.2 from 1999-2050. The results of the analysis indicate that no meaningful increases in MSAT have been identified and are not expected to cause an adverse effect on the human environment.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Noise</b>				
Noise Criteria  Existing Noise Conditions  Noise Impacts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	Individual receptor sites that exceeded the Noise Abatement Criteria (NAC) were documented in the FEIS and are assumed to remain the same for the purposes of this Request. The FEIS identified a total of 77 residences and one athletic field that would be impacted in the proposed section by the maximum decibel level that would be produced at the design year (2040). The analysis identified feasible and reasonable barriers that would mitigate a high percentage of these impacts. These mitigation measures would be further analyzed and incorporated into the final design of the proposed section, as appropriate.
<b>Natural Resources</b>				
Wildlife and Wildlife Habitat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	As reported in the FEIS, the proposed section consists of widening along an existing corridor in a developed area. Therefore, the proposed activities would not affect any substantial forest resource and impacts to terrestrial habitat would be limited to the displacement of small sections of remaining, often disjunct, non-contiguous tracts of forests within the existing median of I-64. The existing interstate highway poses a barrier to wildlife movements that would not be substantially altered. The extension of culverts could lead to the direct loss of fish and macroinvertebrates within the construction zone and would permanently alter the available habitat in the impacted areas. However, these areas would likely be colonized again, following the construction activities.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
Threatened and Endangered Species and Critical Habitat	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation, planning corridor drawings for the proposed section, and online review of U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Consultation (IPaC) system.	No	<p>To meet the commitments outlined in Appendix L of the FEIS, the USFWS IPaC was consulted to document any threatened or endangered species along the proposed section. As illustrated in Attachment 4, the small whorled pogonia (<i>Isotria medeoloides</i>) may occur along the proposed section. A small whorled pogonia habitat assessment was conducted as part of the FEIS; however, the assessment did not address the proposed section. The FEIS committed VDOT and FHWA to a pedestrian survey of all forested areas within the project corridor, prior to design/ construction, to identify suitable habitat and to determine presence or absence of small whorled pogonia. Such a survey would be conducted during the design phase to facilitate agency coordination, permitting, and design. The findings from this survey are not anticipated to alter FHWA's anticipated NEPA decision. All survey and Section 7 coordination would occur prior to construction.</p> <p>In addition, the northern long-eared bat (<i>Myotis septentrionalis</i>) may occur along the corridor. This species was not federally listed when the FEIS was published. On January 14, 2016, the U.S. Fish and Wildlife Service (USFWS) published a rule under Section 4(d) of the Endangered Species Act. Coordination for the northern long-eared bat will be conducted with USFWS under this rule. The findings of this coordination are not anticipated to alter FHWA's anticipated NEPA decision. All coordination would occur prior to construction.</p>
Wildlife and Waterfowl Refuges	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Federal and local wildlife refuges exist within the bounds of Navy properties to the north of the proposed section and in Waller Mill Park to the south of the proposed section. These properties would not be impacted by the proposed section.
Surface Waters	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes	The proposed section is located in the Lower James River basin. The existing interstate includes one water crossings within this section: Queens Creek. The creek is located approximately in the center of the proposed section. Impacts to this resource would be reduced and/or avoided through the implementation of required erosion and sediment control structures and stormwater management best management practices.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
Public Water Supply	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A		Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	The proposed section is north/upstream of Waller Mill Reservoir. As stated in the FEIS, impacts to this resource would be similar to all downstream impacts. These impacts would be reduced and/or avoided through the implementation of required erosion and sediment control structures and stormwater management best management practices.
Submerged Aquatic Vegetation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and VIMS interactive SAV map	No	There is no submerged aquatic vegetation within the proposed section.
Floodplains	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS identified 100-year floodplains along Queens Creek.
Wetlands	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	Within the proposed section, current estimates suggest the potential for 1,018 linear feet of stream impacts and 3.4 acres of wetland impacts. These impacts would be avoided and/or minimized during the design and permitting stages that would occur prior to construction.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Visual Quality</b>				
Visual and Aesthetics	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	Yes – Impacts in the FEIS were defined for the length of the corridor. For this Request, VDOT has focused on those properties identified in the FEIS that are located within the proposed section.	Implementation of the proposed section would include basic improvements along an existing interstate highway functioning at capacity. As documented in the FEIS, the visual effects are expected to be minimal. The view of the interstate and from the interstate would not be dramatically altered since viewers already see the existing interstate. The introduction of new sound barriers could alter some views and widening to the median would result in the partial removal of established stands of trees.
<b>Historic Properties</b>				
Architectural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	<p>The Battle of Williamsburg (DHR 099-5282; VA010) occupies much of the property surrounding the land north of the eastern half of proposed section. As documented in the FEIS, the Virginia Department of Historic Resources (DHR) has concurred that there would be no adverse effect to this resource under the Preferred Alternative. The proposed section also passes over the Colonial National Historical Park’s Colonial Parkway (DHR 047-0002). As documented in the FEIS, the DHR has concurred that there would be no adverse effect to this resource under the Preferred Alternative.</p> <p>On November 20, 2013, FHWA, DHR, the National Park Service, and VDOT executed a Section 106 Programmatic Agreement (PA) regarding the I-64 Peninsula Study corridor. The PA acknowledges special conditions that must be taken to account for two resources associated with the Battle of Williamsburg: Redoubt 8 and Redoubt 9. The PA states that work around Redoubt 8 would be done in a manner that avoids diminishing the historic setting, feeling, design, materials, and workmanship of Redoubt 8. With regards to Redoubt 9, the PA states that design alternatives to minimize impacts to the resource will be considered. If these impacts cannot be avoided, then Redoubt 9 will be treated as all other archaeological resources addressed in the PA. The PA also provides conditions that must be taken into account for the Colonial Parkway. The conditions included in the PA would be followed in the planning, design, and construction of the proposed section.</p>

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
Archaeological Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The PA acknowledges that studies and consultation with the SHPO have been completed for buildings, structures, nonarchaeological districts, and objects meeting the criteria for listing on the NHPR; however, to address outstanding issues associated with archaeological resources, the PA sets forth a process whereby survey, assessment, and possible treatment of areas within the corridor would occur. VDOT is currently conducting an archaeological investigation of the land contained within the proposed section. DHR has concurred that any archaeological sites that may be present within the proposed section would be important chiefly for the information they contain.
<b>Section 4(f) Resources</b>				
Section 4(f)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS did not identify any use of Section 4(f) properties within the proposed section. VDOT is currently conducting an archaeological investigation of the land contained within the proposed section. DHR has concurred that any archaeological sites that may be present within the proposed section would be important chiefly for the information they contain. Therefore, pursuant to 23 CFR 774.13(b), the archaeological sites would not be Section 4(f) resources.
<b>Contaminated Sites</b>				
Hazardous Waste Sites	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	An old gas station, a former Virginia State Police station, and Camp Peary were identified in the FEIS as a Site of Potential Concern. The three properties are located adjacent to the proposed section and are not anticipated to be physically impacted by the proposed section.
<b>Indirect &amp; Cumulative Impacts</b>				
Socioeconomic Impacts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			See Attachment 3
Natural Resource Impacts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			See Attachment 3.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Construction Impacts</b>				
Construction & Operations Employment	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The Hampton Roads Transportation Planning Organization has programmed \$213.6 million dollars into its constrained long-range transportation plan for the proposed section. This level of investment is anticipated to have measurable benefit to construction and operations employment.
Air Quality	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS provides specific guidance to help minimize potential construction-related air quality and this guidance will be adhered to for the implementation of the proposed section.
Noise	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS provides specific guidance to help minimize potential construction-related noise and this guidance will be adhered to for the implementation of the proposed section.
Water Quality	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS provides specific guidance to help minimize potential construction-related water quality and this guidance will be adhered to for the implementation of the proposed section.
Maintenance & Control of Traffic	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS provides specific discussions of maintenance of traffic, include a maintenance of traffic plan, public communications plan, and transportation operations plan. This guidance will be adhered to for the implementation of the proposed section.
Health & Safety	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS recommends that the maintenance of traffic plan be designed to provide for the health and safety of the public and construction workers.
Pollution Control	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Appendix H of the FEIS documents VDOT's commitments to pollution control.



Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Permits</b>				
Section 404 Permits	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	<p>The FEIS suggests these permits may be required and this assumption remains valid for the proposed section. Permits would be obtained during the final design process. There is reasonable assurance that the Section 404 permit will be obtained based on 1) the U.S. Army Corps of Engineers supporting Alternative 1 in their comments on the FEIS, and 2) their lack of objections at the February 12, 2014 partnering meeting.</p> <p>According to Virginia Department of Game and Inland Fisheries mapping, there are no navigable waters within or immediately adjacent to the proposed section Therefore, Section 10 and/or Coast Guard permits are not anticipated.</p>
Section 10 Permits	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	
Virginia Water Protection Permit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	
Subaqueous Bed Permit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	
Coast Guard Permit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	
Coastal Barriers & Coastal Zone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and DEQ web site.	No	

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
<b>Mitigation Measures</b>				
Relocations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	As discussed above, the FEIS identified one rural parcel (a VDOT storage facility), seven residential parcels, and six business parcels that could be impacted by the proposed section. All relocations and real property acquisition would be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and its implementing regulations found in 49 CFR §24. Displaced property owners would be provided relocation assistance, advisory services together with the assurance of the availability of decent, safe, and sanitary housing. Relocation resources would be made available to all who are displaced without discrimination.
Farmlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	An estimated 5.30 acres of Prime Farmland and 4.15 acres of Farmland of Statewide Importance exist within the area of potential right of way for the proposed section.
Noise	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS identified feasible and reasonable barriers that would mitigate a high percentage of the predicted noise impacts. The noise analysis is considered preliminary, and mitigation decisions will be reconsidered in the design phase when better geometric data becomes available.
Threatened & Endangered Species	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Review of previous NEPA documentation, planning drawings for the proposed section, and online review of USFWS IPaC system.	No	Based on current site conditions and project plans, coordination with the U.S. Fish and Wildlife Service would be required to determine if habitat surveys were required for the small whorled pogonia and/or the northern long-eared bat
Floodplains	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The FEIS identified 100-year floodplains adjacent to the western terminus of the proposed section.

Issue/Resource	New Information? <sup>2</sup>	Method of Review	Have the Impacts Changed?	Comment
Wetlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Wetland permits and mitigation are anticipated. The mitigation measures for stream and wetland impacts would be determined as part of the permitting process during final design in consultation with the regulatory agencies. The current compensatory mitigation to impact ratios for non-tidal forested, scrub-shrub and emergent wetlands are 2:1, 1.5:1 and 1:1, respectively. The typical compensatory mitigation to impact ratio for tidal emergent wetlands is 2:1.
Water Quality	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Stormwater management facilities will be designed in accordance with specifications set forth in Section 3.14 of the Virginia Erosion and Sediment Control Handbook (1992) and VDOT's Annual Erosion and Sediment Control and Stormwater Management Standards and Specifications, as approved by VDCR.
Aquatic Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	<p>Wetland permits and mitigation are anticipated. The mitigation measures for stream and wetland impacts would be determined as part of the permitting process during final design in consultation with the regulatory agencies. The current compensatory mitigation to impact ratios for non-tidal forested, scrub-shrub and emergent wetlands are 2:1, 1.5:1 and 1:1, respectively. The typical compensatory mitigation to impact ratio for tidal emergent wetlands is 2:1.</p> <p>VDOT will minimize effects to aquatic resources by following Best Management Practices (BMPs) and implementing appropriate erosion and sediment control practices in accordance with VDOT's Road and Bridge Specifications, state, and local regulations.</p>

Issue/Resource	New Information? <sup>2</sup> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Method of Review	Have the Impacts Changed?	Comment
Historic Properties	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	The executed Programmatic Agreement for this study provides agreed upon levels of mitigation. The PA acknowledges special conditions that must be taken to account for two resources associated with the Battle of Williamsburg: Redoubt 8 and Redoubt 9. The PA states that work around Redoubt 8 would be done in a manner that avoids diminishing the historic setting, feeling, design, materials, and workmanship of Redoubt 8. With regards to Redoubt 9, the PA states that design alternatives to minimize impacts to the resource will be considered. If these impacts cannot be avoided, then Redoubt 9 will be treated as all other archaeological resources addressed in the PA. The PA also provides conditions that must be taken into account for the Colonial Parkway. The conditions included in the PA would be followed in the planning, design, and construction of the proposed section.
Hazardous Waste Sites	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	<p>Any additional hazardous materials discovered during construction of the proposed section or during demolition of existing structures will be removed and disposed of in compliance with all applicable federal, state, and local regulations. All necessary remediation would be conducted in compliance with applicable federal, state, and local environmental laws and would be coordinated with the EPA, the DEQ, and other federal or state agencies as necessary.</p> <p>The selection of mitigation measures for specific sites would include avoidance and/or minimization of impacts through redesign or alignment shift, and remediation/closure by responsible parties prior to state acquisition of contaminated properties.</p>
Maintenance & Control of Traffic	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Maintenance of traffic along the interstate and existing secondary routes is a part of final design and will be duly considered by VDOT.
Pollution Control	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of previous NEPA documentation and planning corridor drawings for the proposed section.	No	Appendix H of the FEIS documents VDOT's commitments to pollution control.

### **Attachment 3: Indirect and Cumulative Effects Analysis**

Appendix L of the FEIS includes a commitment to review and update the systematic process utilized to analyze indirect and cumulative effects in the Final Environmental Impact Statement (FEIS). This attachment to the Request is designed to satisfy this commitment.

#### **Indirect Effect Analysis**

The indirect effect analysis was conducted in accordance with the *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects*, (National Cooperative Highway Research Program (NCHRP), Report 466, 2002). This report specifies an eight-step process for determining indirect effects and used as a guide to assess the potential for indirect effects for this Request. The eight steps followed are:

- 1) Initial Scoping
- 2) Identify Study Area Direction and Goals
- 3) Inventory Notable Features
- 4) Identify Impact-Causing Activities
- 5) Identify Potentially Significant Indirect Effects for Analysis
- 6) Analyze Indirect Effects
- 7) Evaluate Analysis Results

These steps, and the actions taken to fulfill these requirements, are described below.

#### **1) Initial Scoping**

The first step in the indirect effects analysis includes the initial scoping activities and the identification of the study area in order to set the stage for the remaining steps. An extensive scoping process was undertaken at the onset of the EIS. Given the limited time that has passed since the publication of the FEIS, and the fact that the proposed section is within the corridor of the Preferred Alternative in the FEIS, no formal scoping was necessary for this Request.

As part of the scoping process for the EIS, the study areas for each resource/feature were proposed in order to analyze a full range of potential direct and also indirect effects. Descriptions of the scoping process and the scoping meetings that were held with the resource and regulatory agencies along with the public can be found in the FEIS. In addition, in accordance with the FEIS Coordination Plan, participating agencies were given the opportunity to comment on the impact methodologies during the scoping process and none of them submitted any comments on the indirect or cumulative effect analysis impact methodologies.

Socioeconomic study areas were established to analyze neighborhoods and community facilities; environmental justice; displacements and relocations; economic activity; land use; and parks, recreation areas and open space within the proposed section. The socioeconomic study area for this Request is made up of the three census tracts that border the proposed section.

Multiple resource boundaries were reviewed to assess the effects the proposed section would have on natural and physical resources. Based on readily available data from federal, state and local sources, the resources were analyzed to determine the potential for indirect effects created by the proposed section. The resources include: Waters of the United States including wetlands; surface and groundwater supply; floodplains, threatened and endangered species; wildlife and habitat; historic properties; and Section 4(f) resources. The study area for indirect effects to these resources also extends beyond the direct impact study area, in order to identify impacts occurring “downstream” from the proposed section.

## **2) Identify Study Area Direction and Goals**

This second step in the indirect effects analysis focuses on assembling information regarding general trends and goals within the study area. The trends and goals in question are independent of the proposed transportation project and typically concern social, economic, ecological, and/or growth-related issues.

According to the NCHRP Report 466, evidence indicates that transportation investments result in major land use changes only in the presence of other factors. These factors include supportive local land use policies, local development incentives, availability of developable land, and a good investment climate. An understanding, therefore, of community goals, combined with a thorough knowledge of demographic, economic, social, and ecological trends is essential in understanding the dynamics of project-influenced changes in development location. Later in the process, it will be important to compare study area goals with potential impacts. Conflict between impacts and goals is a key determinant of impact significance and an indicator of effects that merit further analysis. The following sections describe the proposed section, along with the existing and planned land use in the immediate areas in order to provide insight as to the direction and goals for the area.

### **a. Proposed Section**

The proposed section is approximately eight miles with termini located west of Exit 242 (Marquis Parkway/State Highway 199) in the east and west of Exit 234 (State Highway 199) in the west (Attachment 1).

In addition to possessing logical termini, this section also meets the definition of an operationally independent section. As noted in the FEIS and defined in FHWA guidance *Operational Independence and Non-concurrent Construction*<sup>3</sup>, an operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in the FEIS is never built. The proposed improvements would add one (1) additional general purpose lane eastbound and one (1) additional general purpose lane westbound to I-64. As documented in the FEIS, this is the recommended full build condition for the proposed section (Attachment 5). These recommendations are based on analysis included in the FEIS Traffic Technical Report. To further fulfill the definition of an operationally independent section, the environmental commitments made in the FEIS, specifically those documented in Appendix L, would be adhered to for this section.

### **b. Demographics**

Due to changes in Census boundaries in the last couple of decades, information is unavailable to provide a detailed history of population in the socioeconomic study area. Table 1 provides a summary of the historic population changes in the socioeconomic study area and the surrounding area. Between 1990 and 2010, the City of Newport News population increased by approximately 7%, while James City County and York County populations increased by approximately 92% and 54%, respectively. This trend reveals that the rural areas are growing more quickly than the urban areas, which are already more densely developed. The estimated population growth illustrated in Table 2 further supports this finding.

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<sup>3</sup> [http://www.fhwa.dot.gov/ipd/project\\_delivery/resources/operational\\_construction/guidance\\_operational\\_independence.htm](http://www.fhwa.dot.gov/ipd/project_delivery/resources/operational_construction/guidance_operational_independence.htm).

**Table 1: Historic Population Trends, 1990-2010**

Area	1990	2000	2010	Percent Change from 1990 to 2010 (%)
York County	42,422	56,297	65,464	54.3
<b>Socioeconomic Study Area</b>	N/A	N/A	<b>9,518</b>	N/A
Virginia	6,187,358	7,079,030	8,001,024	29.3
United States	248,709,873	281,421,906	308,745,538	24.1

**Table 2: Projected Population, 2010-2030**

Area	2010	2020	2030	Percent Change from 2010 to 2030 (%)
York County	65,464	76,376	86,823	32.6
<b>Socioeconomic Study Area</b>	<b>9,518</b>	<b>11,105*</b>	<b>12,624*</b>	<b>32.6</b>
Virginia	8,001,024	7,079,030	9,825,019	29.3
United States	308,745,538	281,421,906	363,584,435	24.1

\* Extrapolated from York County data by using same percent change between each decade. York County data was used as it represents the median data set for the three localities.

**c. Employment**

The main industries in socioeconomic study area are listed in Table 3.

**Table 3: Major Employers**

Area	Employers
York County	York County Schools, York County, Wal-Mart, U.S. Department of Defense

The U.S. Department of Defense and Busch Entertainment Corp. both have properties adjacent to the proposed section.

**d. Land Use Patterns and Plans**

The York County Comprehensive Plan identifies land uses within the study area. The designated land uses include low density residential, high density residential, economic opportunity/commercial, and general industrial.

### **e. Environmental Regulations**

There are many federal regulations intended to protect, enhance, and/or rehabilitate the natural and human environments. A number of the most pertinent regulations are summarized below.

*Section 404, Clean Water Act:* Section 404 regulates the discharge of dredged, excavated, or fill material in wetlands, streams, rivers, and other U.S. waters. The United States Army Corps of Engineers is the federal agency authorized to issue Section 404 Permits for certain activities conducted in wetlands or other U.S. waters. The proposed section will most likely require a Section 404 permit. This permit would require the discussion of the measures employed throughout planning and design in order to avoid/minimize effects to “Waters of the U.S.” The Section 404 permit application also could include a compensatory mitigation proposal, which outlines the plan to provide compensation to offset permanent losses of Waters of the U.S.

*Coastal Zone Management Act:* This act preserves, protects, develops, and (where possible) restores and enhances resources of the coastal zone. It is applicable to all projects significantly affecting areas under the control of the State Coastal Zone Management Agency for which a plan is approved. Projects must comply with federal consistency regulations, management measures, and the appropriate approved state plan for Coastal Zone Management Programs. The proposed section is located within the Coastal Zone.

*Safe Drinking Water Act:* Ensures public health and welfare through safe drinking water. The Safe Drinking Water Act regulates actions which may have a significant impact on an aquifer or wellhead protection area which is the sole or principal drinking water.

*National Historic Preservation Act:* Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their actions on districts, sites, buildings, structures, and objects significant in American architecture, archeology, and culture. It also requires that the Advisory Council on Historic Preservation be given an opportunity to comment.

#### ***State***

The Commonwealth of Virginia has a series of environmental plans that are implemented at both the state and local levels. These include:

*Waste Management:* The Division of Land Protection and Revitalization (DLPR) is responsible for implementing the Virginia Waste Management Act, as well as meeting Virginia’s Resource Conservation and Recovery Act (RCRA) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) obligations as mandated by federal policy. Under these directives, the DLPR regulates solid and hazardous waste; oversees cleanup of contaminated sites; facilitates revitalization of environmentally distressed properties; monitors groundwater resources; conducts inspections of aboveground and underground storage tank systems; etc.

*Air Pollution:* The Department of Environmental Quality’s Air Division oversees implementation of the Virginia Air Pollution Control Law, as well as ensuring federal obligations of the Clean Air Act are met. These two regulations ensure that projects conform to state and federal requirements, covering things such as industrial facilities and mobile sources (vehicle emissions).

*Stormwater Management:* Virginia’s Stormwater Management Program requires that erosion and sediment control, as well as stormwater, be controlled during land disturbing activities and that appropriate permits be acquired. While the State provides oversight, erosion and sediment control permits are typically administered by the local municipality, and stormwater permits are administered by the Virginia Department of Environmental Quality.



### 3) Inventory Notable Features

The environmental screening conducted as part of this Request can be used as a tool to identify notable features, or specific valued, vulnerable, or unique elements of the environment. The study area contains notable human and natural environment features that were inventoried and described in more detail in the FEIS. The objective of this step of the process is to identify specific environmental issues within the indirect effects analysis study area against which the proposed section may be assessed. The following sections discuss the notable features that were identified as part of this Request.

#### a. Socioeconomics and Land Use

##### *Neighborhoods and Community Facilities*

Neighborhoods are present in various locations within the socioeconomic study area. The FEIS did not document any community facilities within the socioeconomic study area for the proposed section.

##### *Environmental Justice*

Based on 2010 Census data, none of the census tracts in the socioeconomic study area have a minority population of 29% or greater<sup>4</sup>. None of the census tracts within the study area had a median household income below the U.S. Department of Health and Human Services poverty guidelines for 2013 (\$23,550).

#### b. Natural Resources

##### *Waters of the United States, Including Wetlands*

The FEIS *Natural Resources Technical Memorandum* is the source of information for the natural resources identified in this Request. The proposed section is located in the Lower James River basin. The existing interstate includes one water crossing within this section: Queens Creek. The crossing is located in the central portion of the proposed section. Waller Mill Reservoir also is located just south of the proposed section.

A number of wetlands and non-tidal and tidal surface water systems (including both wetlands and stream channels) are located along the study area, as well. Additional detail on these resources is provided in Attachment 2 of this Request.

##### *Water Quality*

The FEIS identifies Queens Creek as an impaired water

##### *Floodplains*

The FEIS identified 100-year floodplains along Queens Creek.

##### *Threatened and Endangered Species*

To meet the future commitments outlined in Appendix L of the FEIS, the USFWS IPaC was consulted to document any threatened or endangered species along the proposed section. As illustrated in Attachment 4, the small whorled pogonia (*Isotria medeoloides*) may occur along the proposed section. A habitat assessment was conducted as part of the FEIS; however, the assessment did not address this portion of the corridor. In addition, the northern long-eared bat (*Myotis septentrionalis*) may occur along the corridor. This species was federally listed after the publication of the FEIS.

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<sup>4</sup> 2012 Census data indicates that 29% of Virginia's population identifies as minority

**c. Section 4(f) Resources**

The FEIS did not identify the use of any Section 4(f) properties along the proposed section.

**4) Identify Impact Causing Activities**

Steps 2 and 3 of the indirect effects analysis focus on the identification of trends, goals, and notable features. The next steps involve identification and assessment of impacts that may come into conflict with these goals and features. Gaining an understanding of project design features and the range of impacts they may cause is the first step toward the identification of indirect effects. Project impact-causing activities are relevant to two of the three types of indirect effects identified in the *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects*, (NCHRP, Report 466, 2002):

1. Encroachment-Alteration Effects – Effects that alter the behavior and functioning of the physical environment are related to project design features but are indirect in nature because they can be separated from the project in time or distance.
2. Access-Alteration Effects (Project-Influenced Effect) – Changes in traffic patterns and the alteration of accessibility attributable to the design of the project can influence the location of residential and commercial growth in the study area.

Induced growth-related effects, the third type of indirect effect, are attributable to induced growth itself not project design features.

An assessment of known project design features and their impact-causing activities has been included in Table 4; additional features and activities may be identified and refined during final design. The terms included in these columns come from similar listings in the *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects*, (NCHRP, Report 466, 2002).

**Table 4: Impact-Causing Activities and Design Features**

Impact-Causing Activities*	Design Features*	Present? (Yes/No/Unknown)	If Yes, General Types of Impacts
<b>Modification of Regime</b>	Introduction of Exotic Flora	No	
	Modification of Habitat	No	
	Alteration of Ground Cover	Yes	Groundcover within the proposed section, including the areas within the interchange improvements, would be removed to accommodate the construction of the proposed section. The precise areas and limits of removal would be determined in the final design phase of the proposed section
	Alteration of Groundwater Hydrology	No	
	Alteration of Drainage	Yes	Additional impervious areas would be created due to the additional roadway/shoulder area and drainage patterns may be altered but would be designed in accordance with VDOT's Road and Bridge Specifications and VDOT's Erosion and Sediment Control Plan
	River Control and Flow Modification	No	
	Channelization	Yes	Channelization of water resources may be necessary to accommodate the proposed section construction and would be designed in accordance with VDOT's Road and Bridge Specifications; mitigation would be approved by the resource and regulatory permitting agencies
	Noise and Vibration	Yes	Noise levels would be altered along proposed section and interchange areas as a result of new roadway and future traffic volumes. A noise assessment was conducted and preliminary abatement measures were evaluated as part of the EIS. A more detailed evaluation would be completed during final design in accordance with VDOT's Highway Traffic Noise Impact Analysis Guidance Manual
<b>Land Transformation and Construction</b>	New or Expanded Transportation Facility	Yes	The widening of the I-64 mainline would be designed in accordance with VDOT's Road and Bridge Specifications
	Service or Support Sites and Buildings	No	
	New or Expanded Service or Frontage Roads	No	

**Table 4: Impact-Causing Activities and Design Features**

Impact-Causing Activities*	Design Features*	Present? (Yes/No/ Unknown)	If Yes, General Types of Impacts
	Ancillary Transmission Lines, Pipelines and Corridors	No	
	Barriers, Including Fencing	Yes	Barriers and fencing such as limited access fencing and noise abatement barriers would be placed where necessary and would not limit or interfere with the safety of the traveling public
	Channel Dredging and Straightening	No	
	Channel Revetments	No	
	Canals	No	
	Bulkheads or Seawalls	No	
	Cut and Fill	Yes	Cut and fill activities would occur along the proposed section and interchange areas as a result of new roadway. A more detailed evaluation would be completed during final design in accordance with VDOT's Road and Bridge Specifications and VDOT's Erosion and Sediment Control Plan
<b>Resource Extraction</b>	Surface Excavation	Yes	Excavations would be conducted in accordance with VDOT's Road and Bridge Specifications
	Subsurface Excavation	Yes	Excavations would be conducted in accordance with VDOT's Road and Bridge Specifications
	Dredging	No	
<b>Processing</b>	Product Storage	No	
<b>Land Alteration</b>	Erosion Control and Terracing	Yes	Erosion control would be designed in accordance with VDOT's Road and Bridge Specifications and VDOT's Erosion and Sediment Control Plan
	Mine Sealing and Waste Control	No	
	Landscaping	Yes	Landscaping would be designed and implemented in accordance with VDOT's Road and Bridge Specification and would serve to reduce runoff and improve aesthetics along the proposed section.
	Wetland or Open Water Fill and Drainage	Yes	Wetland impacts would occur as a result of proposed section construction within the proposed section and interchange areas. Impacts would be avoided and minimized during the final design phase. Mitigation would be approved by the resource and regulatory permitting agencies.
	Harbor Dredging	No	
<b>Resource Renewal</b>	Reforestation	No	
	Groundwater Recharge	No	

**Table 4: Impact-Causing Activities and Design Features**

Impact-Causing Activities*	Design Features*	Present? (Yes/No/Unknown)	If Yes, General Types of Impacts
	Waste Recycling	No	
	Site Remediation	No	
<b>Changes in Traffic (including adjoining facilities)</b>	Railroad	No	
	Transit (Bus)	No	
	Transit (Fixed Guideway)	No	
	Automobile	Yes	As an existing interstate highway, automobile travel would continue within the proposed section. The proposed section would result in improved travel times and automobile movements within the I-64 mainline and at the interchanges
	Trucking	Yes	As an existing interstate highway, truck travel would continue within the proposed section. The proposed section would result in improved travel times and truck movements within the I-64 mainline and at the interchanges
	Aircraft	No	
	River and Canal Traffic	No	
	Pleasure Boating	No	
	Communication	No	
	Operational or Service Charge	No	
<b>Waste Emplacement and Treatment</b>	Landfill	No	
	Emplacement of Spoil and Overburden	Yes	In cut and fill areas with borrow and spoil, there may be changes to the existing topography and natural environment, which would be assessed during the permitting process
	Underground Storage	No	
	Sanitary Waste Discharge	No	
	Septic Tanks	No	
	Stack and Exhaust Emission	No	
<b>Chemical Treatment</b>	Fertilization	Yes	Proper Erosion and Sediment Controls would be utilized in accordance with VDOT's Road and Bridge Specifications in order to minimize runoff of chemicals
	Chemical Deicing	No	

**Table 4: Impact-Causing Activities and Design Features**

<b>Impact-Causing Activities*</b>	<b>Design Features*</b>	<b>Present? (Yes/No/Unknown)</b>	<b>If Yes, General Types of Impacts</b>
	Chemical Soil Stabilization	Yes	Proper Erosion and Sediment Controls would be utilized in accordance with VDOT's Road and Bridge Specifications in order to minimize runoff of chemicals
	Weed Control	Yes	Proper weed control measures would be utilized in accordance with VDOT's Road and Bridge Specifications in order to minimize runoff of chemicals
	Pest Control	No	
<b>Access Alteration</b>	New or Expanded Access to Activity Center	No	
	New or Expanded Access to Undeveloped Land	No	
	Alter Travel Circulation Patterns	No	
	Alter Travel Times between Major Trip Productions and Attractions	Yes	Improved travel times would benefit the region and the economy by encouraging travel and tourism
	Alter Travel Costs between Major Trip Productions and Attractions	Yes	Improved travel times would decrease the travel costs, therefore benefiting the region and the economy by encouraging travel and tourism

\* The terms included in these columns come from similar listings in the Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects, (NCHRP, Report 466, 2002)

**5) Identify Potentially Significant Indirect Effects for Analysis**

The objective of this step is to compare the list of project impact-causing actions with the lists of goals and notable features to explore potential cause-effect relationships and establish which effects are potentially significant and merit subsequent detailed analysis (or, conversely, which effects are not potentially significant and require no further assessment). The following describes the potential indirect effects of the implementation of the proposed section on the notable resources/features identified through the previous steps of this analysis.

**a. Socioeconomics and Land Use**

The proposed section would increase traffic volumes on I-64 due to the increased capacity within the proposed section. The proposed section would achieve the full build condition recommended in the FEIS and is anticipated to improve traffic conditions to Level of Service C (Attachment 2). Because additional lanes generally would be constructed in the existing median and no new interchanges are proposed as part of the proposed section, improvements are unlikely to induce development. York County noted that they already have developments in place that would occur with or without the proposed transportation improvements. The improvements, however, would facilitate these planned developments (Attachment 4). It also was noted that, during construction, there could be some impact to accessing locations located directly off of the interstate.

*Neighborhoods and Community Facilities*

Indirect effects on neighborhoods and community facilities are often seen when a project makes important community resources, such as grocery stores, social facilities, schools, or places of worship, less accessible. In this case, the proposed section would be confined to the median of an existing interstate and not physically impact existing interchanges. As noted in the Attachment 4, York County agreed with the findings of the FEIS that improvements to the interstate could reduce regional traffic on local roads.

Neighborhoods and neighborhood leaders have been and would continue to be provided with opportunities to review and comment on study and design material. FHWA and VDOT held numerous meetings and comment periods throughout the development of the FEIS. Several of these events were held in close proximity to the proposed section. Table 5 lists these opportunities.

None of the comments received during these events expressed concern over neighborhood and community facilities within or adjacent to the proposed section. As noted in Attachment 4, VDOT will continue to coordinate with York County.

**Table 5: Public Involvement Opportunities in Proximity to the Proposed section**

Citizen Information Meeting	March 23, 2011	City Center Conference Room 700 Town Center Drive Newport News
Citizen Information Meeting	April 25, 2012	City Center Conference Room 700 Town Center Drive Newport News
Location Public Hearing	December 11, 2012	Bruton High School 185 East Rochambeau Drive Williamsburg, VA 23188
Location Public Hearing	December 12, 2012	City Center Conference Room 700 Town Center Drive Newport News
Design Public Hearing	May 18, 2017 (tentative)	To be determined

*Environmental Justice*

There are no minority or low-income populations in the Census Tracts surrounding the proposed section.

**b. Natural Resources**

*Waters of the United States, Including Wetlands*

Because the Request proposes the widening of an existing interstate, it is anticipated that the proposed section would impact Waters of the United States, including wetlands. Total direct impacts are estimated in Attachment 2 of this Request. Most of the systems being impacted have already been altered and affected by the original construction of the interstate and surrounding development.

As noted in Appendix H of the FEIS, VDOT is committed to meeting stormwater management requirements along the proposed section. By meeting these requirements, indirect impacts to wetlands outside of the area of direct impact should be beneficial, through the reduction in stormwater volume and pollutant loads. Because the proposed section would include widening of existing bridges over wetlands and streams, indirect

effects due to shading are possible. While it is possible that the original construction of I-64 years ago may have disrupted hydrology of wetlands and stream systems, it is unlikely that further disruptions in the hydrology of these systems would occur.

#### *Water Quality*

Implementation of the proposed section would result in increased impervious surface and subsequent stormwater runoff. However, a number of Stormwater Management (SWM) facilities would be included in the design and VDOT would perform downstream channel improvements to meet the technical criteria Part IIB of the current Virginia Stormwater Management Program Regulations (Section 4VAC50-60-62 et. seq.). The water quality requirements would be addressed by the proposed SWM facilities and offsite nutrient credit purchases. A large portion of the water quantity (channel and flood protection) requirements would be addressed by the SWM facilities (i.e. “controlled” SWM areas). The remaining “uncontrolled” areas flowing directly into the existing receiving channels will be analyzed for downstream erosion and improvements would be made accordingly. All new and existing pervious and/or impervious areas draining into or through the study area would need to meet the Part IIB requirements. For these reasons, it is anticipated that indirect effects to surface and groundwater resources would be minimal.

#### *Floodplains*

Impacts to floodplains could come through the widening of the interstate over these resources. The use of appropriate bridging over these resources would avoid indirect effects to downstream resources during flood events and would not result in the loss of any floodplain resources upstream or downstream of the required crossings.

#### *Threatened and Endangered Species*

As noted previously, the small whorled pogonia (*Isotria medeoloides*) and the northern long-eared bat (*Myotis septentrionalis*) may occur along the proposed section. Future coordination with USFWS would be required to determine if these species are present and if they could be impacted by the proposed section.

#### **c. Section 4(f) Resources**

The FEIS did not document the use of any Section 4(f) properties along the proposed section.

#### **d. Summary**

As presented in the analysis completed for Step 5, the proposed section is not expected to make more than minor changes or alterations in the behavior and function of the affected environment caused by the proposed section encroachment or induced growth. The proposed section should experience some growth and development in the study time frame with or without the proposed section, as evidenced by population and employment projections; however, this growth would be consistent with local comprehensive plans. Additionally, only minor changes to traffic patterns and accessibility are anticipated, as I-64 is an existing corridor, no new interchanges are proposed as part of the proposed section and any improvements to I-64 would be largely within the existing right of way.

The indirect effects of the proposed section to natural resources, specifically Waters of the United States, including wetlands and water quality would not be significant. These resources are regulated under permits and/or approval processes by state and federal agencies, therefore limiting the potential for any indirect effects to be allowed to occur without requiring coordination of any impacts or required mitigation to resources. In addition, direct and indirect impacts on resources protected by other environmental laws (e.g., Waters of the United States) would be further assessed and mitigated in the future final design and permitting stages. Overall, based on this analysis, the indirect effects are not considered potentially significant.



## **6) Analyze Indirect Effects**

The objective of this step is to analyze potentially significant effects identified in Step 5 by determining magnitude, probability of occurrence, timing and duration, and degree to which the effect can be controlled or mitigated. As noted in Step 5, no potentially significant effects were identified for the proposed section. Notwithstanding, qualitative techniques were employed to estimate the magnitude of the effects identified in Step 5 and describe future conditions with and without the proposed transportation improvement. Descriptions of future conditions are included in Step 5.

As previously described in Step 5, the potential for growth and land use changes as a result of the proposed section was analyzed. The proposed section is urban or suburban in nature, and the proposed section is not likely to cause a substantial change in type or intensity of land use. The proposed section should experience growth and development in the study time frame with or without the proposed section, as evidenced by population and employment projections; however, this growth would be consistent with the local comprehensive plan. The implementation of the proposed section is not likely to influence if growth would occur in the I-64 corridor.

As described in Step 5, the indirect effects to natural resources, specifically Waters of the United States, including wetlands; water quality; floodplains; and threatened and endangered species would not be significant. These resources are regulated under permits and/or approval processes by state and federal agencies, therefore limiting the potential for any indirect effects to be allowed to occur without requiring coordination of any impacts or required mitigation to resources.

## **7) Evaluate Analysis Results**

Assessing the magnitude of indirect effects, which was the goal of the previous two steps, involved making several types of assumptions regarding the nature of the impact-causing activities, the nature of the cause-effect relationships, and how the environment would be affected by the impacts. The objective of Step 7 is to evaluate the potential for uncertainty in these assumptions in order to better understand the indirect effects.

However, since no potentially significant indirect effects were anticipated in Step 6, according to NCHRP Report 466, it is not necessary to apply more detailed sensitivity or risk analysis techniques suggested for Step 7, even if detailed techniques have been used in other steps in the analysis. The key criteria in assessing the need for detailed evaluation are (1) whether the analysts or stakeholders believe that there is any level of uncertainty regarding the underlying assumptions used to estimate the indirect effects, and (2) whether changes in the underlying assumptions can be expected to result in significant changes in the findings.

Based on this analysis, there is minimal uncertainty regarding the assumptions made, and the likelihood of variation in the assumptions is unlikely to significantly alter the findings. However, direct and indirect impacts on resources protected by other environmental laws (e.g., Waters of the United States) would be further assessed and mitigated in the future final design and permitting stages of the proposed section.

## **8) Assess Consequences and Develop Mitigation**

The purpose of estimating indirect effects of proposed transportation projects is to contribute to the body of information that will support a decision about whether to proceed with the plan or project, as proposed; to formulate a revised plan or project; or to otherwise mitigate adverse indirect effects associated with the proposed plan or project. The objective of this step is to assess the consequences of the analyzed indirect effects in the context of the full range of effects and to develop strategies to address unacceptable indirect effects.

As demonstrated in the FEIS and attachments to this Request, there has been no substantial controversy identified over the proposed section or its impacts. No potentially significant indirect effects were identified and no indirect effects have been determined to be unacceptable to the agencies or the public. However, direct and indirect impacts on resources protected by other environmental laws would be further assessed and mitigated in the future final design and permitting stages of the proposed section.

### **Cumulative Effect Analysis**

In accordance with Council on Environmental Quality (CEQ) regulations, cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR § 1508.7). A cumulative impact includes the total effect on a natural resource, ecosystem, or human community due to past, present, and future activities or actions of Federal, non-Federal, public, and private entities. Cumulative impacts may also include the effects of natural processes and events, depending on the specific resource in question. Cumulative impacts include the total of all impacts to a particular resource that have occurred, are occurring, and would likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a Federal activity. Accordingly, there may be different cumulative impacts on different environmental resources. However, not all of the resources directly impacted by a project will require a cumulative impact analysis. The resources subject to a cumulative impact assessment are determined on a case-by-case basis.

### *Methodology*

In determining cumulative effects for this Request, the analysis followed the five-part evaluation process outlined in *Fritiofson v. Alexander*, 772 F.2d 1225 (5th Cir. 1985), as described in FHWA’s Guidance: *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process* (<http://www.environment.fhwa.dot.gov/projdev/qaimpact.asp>):

1. What is the geographic area affected by the project?
2. What are the resources affected by the project?
3. What are the other past, present, and reasonably foreseeable actions that have impacted these resources?
4. What were those impacts?
5. What is the overall impact on these various resources from the accumulation of the actions?

Each of these parts of the evaluation process is outlined below.

### **1) Geographic Area**

The geographic limits for the cumulative effects analysis were determined to go beyond those used for the direct impact analysis (See Attachment 5). Therefore, the geographic limits for the analysis for cumulative effects reach beyond the defined study area. Multiple boundaries such as political/geographic boundaries (i.e., planning corridor districts and census tracts or block groups) were reviewed to determine the appropriate areas for the cumulative effects analysis. Study area boundaries for each resource were individually determined based on study requirements and available data. The study areas for the resources and socioeconomic features as well as the temporal boundaries for the timeframe of the cumulative impact analysis are described below.

### *Resources Study Areas*

Multiple resource boundaries were reviewed to assess the effects of each resource for the proposed section. Based on readily available data from federal, state and local sources, the resources were mapped using GIS mapping techniques, and analyzed to determine the potential for cumulative effects created by the proposed section.

### *Socioeconomic Study Area*

Socioeconomic study areas were established to analyze neighborhoods and community facilities; environmental justice; displacements and relocations; economic activity; land use; and parks, recreation areas and open space within proposed section. The socioeconomic study area for this proposed section is made up of the census tracts that border the proposed section.

### *Timeframe for Analysis*

The analysis of cumulative effects must consider past, present, and reasonably foreseeable future actions. The temporal boundary used for the time frame for this cumulative effects assessment spans from the 1960s, when construction of I-64 within the study corridor began, to 2040 which is the modeled design year for the FEIS.

## **2) Affected Resources**

During the indirect effects analysis, an inventory and assessment of notable features and/or resources was performed. These resources were reviewed for potential cumulative effects. Existing conditions information for these resources is contained under Step 3 of the pervious section of this attachment. Other affected resources that were not notable and therefore were not included in the cumulative effects analysis can be found described in the FEIS and associated technical documents.

## **3) Past, Present, and Reasonably Foreseeable Actions**

As discussed under Step 4 of the previous section, there are a number of development activities and actions that have occurred and/or are planned to occur that could contribute to cumulative effects on resources affected by the proposed section. In addition to those previously mentioned a number of others are described below.

### *Past Actions*

Traditional development patterns have generally followed a relatively sprawling land use pattern. Low-density residential uses have developed in isolation from employment centers and shopping centers. Office parks, shopping centers, apartments and single-family subdivisions generally creep further and further from urban areas into the more suburban or rural areas of the corridor.

In addition to general growth patterns, several past transportation improvement projects have occurred within the vicinity of the proposed section. These projects have occurred since the construction of I-64 was initiated in the early 1960s, including:

- Construction of Interstate 64 (1960s)
- Major bridge reconstruction at Route 143 (Jefferson Avenue) near Exit 247 (1981)
- A Major Investment Study (June 1999),
- Widening projects (various projects between 1979 and 2006),
- Interchange upgrades (various projects between 1981 and 2001),

- A contraflow lane reversal system from Interstate 295 (I-295) to Route 60 east of the Hampton Roads Bridge Tunnel (2006).

In addition to these transportation studies, several other notable developments have shaped the region surrounding the proposed section. In 1918, the Navy acquired the land that would become Yorktown Naval Weapons Station. This development shaped local residential development and employment. Following the transfer of local property to the Navy, Colonial National Historical Park was established in the 1930s. The Colonial Parkway was constructed in segments in the 1930s and 1950s. These developments further shaped land use, employment, tourism, and travel in the region. Although Colonial National Historical Park and the portion of the Colonial Parkway that passes beneath the interstate are located west of the proposed section, traffic levels on the Colonial Parkway have been shown to be influenced by congestion on the interstate. During World War II, the Department of Defense initiated operations on a large area in York County. Like other military locations in the region, the development of this area has and continues to shape residential and commercial developments in the region. This specific area would go on to become Camp Peary which is actively used by the Department of Defense today. The final notable development that is proximal to the proposed section was Busch Gardens. Busch Gardens opened in 1975, less than a decade after the interstate was completed. While Busch Gardens is located just west of the western terminus of the proposed section, the proposed section provides access to Busch Gardens via Exit 242. The development and growth of Busch Gardens has served as a major source of employment and as a tourist destination adjacent to the proposed section.

#### *Present and Reasonably Foreseeable Future Activities and Actions*

In its Comprehensive Plan, York County estimates that 17% of the county land is vacant. While the Comprehensive Plan includes direction for future growth to occur along previous developed corridors/parcels, such as Route 17, there also is direction for future development to occur on previous undeveloped lands. Several of these areas are located adjacent to Exit 242 at the western terminus of the proposed section. Google Earth images illustrate that since the publication of the Comprehensive Plan in 2005, a number of these parcels already have been developed. There appears, however, to be space for additional growth and/or infill development within the area surrounding the western terminus.

In addition to this general focus on future development, Table 6 lists the reasonably foreseeable projects through the FEIS design year 2040 planning horizon. Although most of the projects listed in the table below are outside the study area for the proposed section, they were identified in the FEIS as contributing to regional traffic and transportation conditions that may affect the proposed section.

<b>Table 6: Reasonably Foreseeable Future Projects within the Project Study Area</b>		
<b>Project Name</b>	<b>Approximate Location</b>	<b>Project Description</b>
Interstate 64 Peninsula Study Segment I	Exit 255 to Exit 247	Widen the interstate by adding an additional lane in each direction. Widening would occur to the median and would not achieve the full build prescribed in the FEIS.
Interstate 64 Peninsula Study Segment II	Exit 247 to Exit 242	Widen the interstate by adding an additional lane in each direction. Widening would occur to the median and would achieve the full build prescribed in the FEIS.
Skiffes Creek Connector Exit 247; James City County	Skiffes Creek Connector Exit 247; James City County	Skiffes Creek Connector Exit 247; James City County
Hampton Roads Crossing Study	Hampton Roads Harbor	Proposed improvements to existing and/or proposed water crossings
Midtown/Downtown Tunnel	Hampton Roads Harbor	Improvements to existing bridge-tunnel
Norfolk International Terminals	Hampton Roads Harbor	Ongoing expansions and improvements
Craney Island Eastward Expansion	City of Portsmouth	Expansion of the dredged material placement area
Craney Island Marine Terminal	Hampton Roads Harbor	Construction of a new port terminal
Craney Island Road and Rail Connector	City of Portsmouth	Multimodal link to provide road and rail access to the marine terminal
US 460 Corridor Improvements	Southeastern Virginia between Petersburg and Chesapeake	Proposed improvements to US 460
CSX Peninsula Line	Hampton Roads Peninsula Area	Addition of a second track
Richmond-Hampton Roads Passenger Rail	From Richmond through Petersburg to Norfolk	New rail service
Southeast High Speed Rail	Washington, DC to Charlotte, NC	New rail line with connections in Richmond
Newport News Multimodal Center	City of Newport News	Will relocate and transform the existing Amtrak station into a multi-modal facility

#### **4) Impacts**

The potential cumulative impacts that would result through the implementation of the proposed section are described in the following paragraphs.

##### ***Socioeconomic and Land Use***

Transportation projects affect existing and future land use in several ways. These include directly converting land from its existing use to transportation use, limiting or precluding planned future developments from occurring, and indirectly inducing unplanned development as well as supporting and enhancing planned development. However, because the proposed section would involve acquiring right of way along an existing interstate corridor, would focus improvements within the existing median, and would not involve any interchange modifications; these usual impacts would be limited.

##### ***Neighborhoods and Community Facilities***

Since the proposed improvements would be focused within the existing interstate median, substantial impacts to existing neighborhoods and community facilities are not anticipated. Property impacts reported in the FEIS would be reduced, as widening would occur on the inside of the median. The estimates included in the FEIS are conservative estimates and the actual calculation of relocations is expected to decrease as the proposed section final design is developed and more detailed roadway right of way requirements are determined.

In examining the cumulative effects of the proposed section with past, present and reasonably foreseeable future actions, it was determined that as a result of these federal and state regulations, along with local planning efforts, a substantial contribution of effects from the proposed section to neighborhoods and community facilities is not anticipated.

##### ***Environmental Justice***

Based on 2010 Census data, none of the census tracts in the socioeconomic study area have a minority population of 29%<sup>5</sup> or greater. None of the census tracts within the study area had a median household income below the U.S. Department of Health and Human Services poverty guidelines for 2013 (\$23,550). As stated previously, minority and low-income populations are often identified in close proximity to major road networks. There are several studies and/or construction projects occurring along I-64 in the region that would have the potential to impact these populations. However, because I-64 is an existing transportation facility, the environmental justice populations do not bear a disproportionate burden from these projects, including the proposed section. In examining the cumulative effects of the proposed section with past, present and reasonably foreseeable future actions, it was determined that there would be no disproportionately high or adverse effects to minority and low-income populations as a result of the proposed section.

##### ***Natural Resources***

###### ***Waters of the United States, Including Wetlands***

As identified FEIS, many of the systems have been heavily manipulated through past ditching or filling activities associated with the road development and previous transportation improvements. Despite the high degree of previous disturbance, these systems may still provide ecological functions such as wildlife habitat, flood control and water quality benefits such as nutrient uptake and sediment trapping. Federal and state regulations and permit requirements would reduce impacts to these resources and provide for appropriate mitigation. The proposed section also would include stormwater management and erosion and sediment control features that are consistent with current regulations. These standards exceed those that were in place

---

<sup>5</sup> 2012 Census data indicates that 29% of Virginia's population identifies as minority

when the existing interstate highway was constructed. Therefore, by reducing the stormwater volume and pollutant load, these projects would have beneficial cumulative effects on Waters of the United States.

In examining the cumulative effects of the proposed section with past, present and reasonably foreseeable future actions, it was determined that these federal and state regulations and the permitting process would limit temporary and permanent effects to jurisdictional wetland and stream systems within the study area, and thus a substantial contribution to effects on from the proposed section on Waters of the United States is not anticipated.

#### *Water Quality*

Cumulative impacts to water quality are as described in the previous section.

#### *Floodplains*

There are 100-year floodplains located around the central portion of the proposed section. By confining the majority of the widening to the existing median, impacts would be limited. Unavoidable impacts to floodplains would occur to previously disturbed resources. The limited nature of the potential impacts would not measurably affect the previously disturbed floodplains. In examining the cumulative effects of the proposed section with past, present and reasonably foreseeable future actions, it was determined that a substantial contribution of effects from the proposed section to floodplains is not anticipated.

#### *Threatened and Endangered Species*

As noted previously, the small whorled pogonia (*Isotria medeoloides*) and the northern long-eared bat (*Myotis septentrionalis*) may occur along the proposed section. Future coordination with USFWS would be required to determine if these species are present and if they could be impacted by the proposed section.

#### **Section 4(f) Resources**

The FEIS did not document the use of any Section 4(f) properties within the proposed section.

#### **5) Overall Impact**

The purpose of this cumulative analysis was to assess substantial effects on resources within the study area that result from past, present, and reasonably foreseeable future projects, in addition to the proposed section. Overall, implementation of the proposed section is not expected to substantially alter development patterns within the proposed section and is not anticipated to substantially contribute to the cumulative impacts of resources evaluated as part of this study.

Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016  
Page 40

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Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016

## **Attachment 4: Relevant Communication Following the FEIS**

Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016

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March 17, 2016

Mr. James S. Utterback, PMP  
Hampton Roads District Administrator  
Virginia Department of Transportation  
1700 North Main Street  
Suffolk, VA 23434

Re: Hampton Roads FY 2015-2018 TIP Amendment - UPC# 106689

Dear Mr. Utterback:

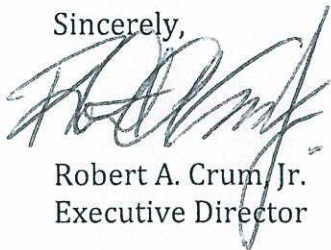
This is to certify that the Hampton Roads TPO, at its meeting on March 17, 2016, approved an amendment to the HRTPO FY 2015-2018 Transportation Improvement Program (TIP) to add one new project to the TIP. This amendment was made available for public review and comment from March 2, 2016 through March 16, 2016. The specific details are described below:

- **I-64 Peninsula Widening - Segment 3 in York County, UPC #106689**
  - Add project to TIP.
  - Add FY 2016 allocation of \$200,000 HRTF.
  - Add FY 2017 allocation of \$2,600,000 HRTF.
  - Add FY 2018 allocation of \$7,200,000 HRTF.

Attached is a copy of the page that has been revised in the FY 2015-2018 Transportation Improvement Program (TIP) to reflect this amendment. The complete TIP, as revised, may be accessed at [www.hrtpotip.org](http://www.hrtpotip.org).

Please advise me of any additional information you may need in regard to the foregoing.

Sincerely,



Robert A. Crum, Jr.  
Executive Director

JDP/kg

Attachment

Copy: Kevin B. Page, HRTAC Executive Director  
Neil Morgan, York County Administrator

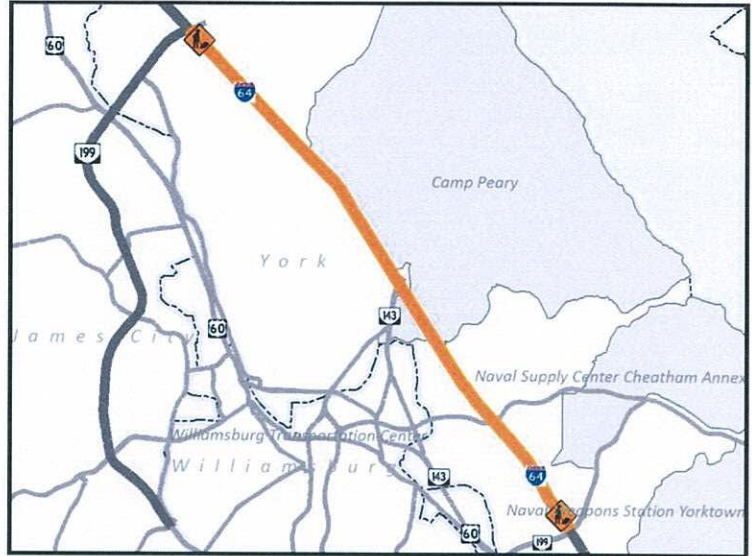


**I-64 Peninsula Widening - Segment 3**  
**UPC # 106689**

**OVERVIEW**

**Description:** Extend the 3 lane section of I-64 from Rt 199 West of Williamsburg (Exit 234) to Rt 199 East of Williamsburg (Exit 242). Work to include one additional EB and WB 12' wide travel lane and 12' wide shoulder lane within the existing median space.

- Street (Route):** I-64 (64)
- Length (mi):** 8.23
- Jurisdiction/Agency:** Hampton Roads
- System:** Interstate
- Scope:** Reconstr. With Added Capacity
- Oversight:** Federal Oversight
- Administered By:** VDOT
- Regionally Significant for Air Quality:** Yes
- CMAQ:** No
- RSTP:** No



**HRTPO Notes**

Revised 3/17/2016: Amendment to add new project to TIP including \$200,000 FY 2016 HRTF, \$2,600,000 FY 2017 HRTF, and \$7,200,000 FY 2018 HRTF allocations.

**SCHEDULE**

	Start	End	Status
Preliminary Engineering	1/18/2017	1/8/2021	FFY 2017
Right of Way	1/8/2021	12/21/2022	FFY 2021
Construction	12/21/2022	12/6/2023	FFY 2023

**COSTS AND EXPENDITURES**

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	\$10,000,000	\$0	0%
Right of Way	\$12,000,000	\$0	0%
Construction	\$289,303,820	\$0	0%
<b>TOTAL</b>	<b>\$311,303,820</b>	<b>\$0</b>	<b>0%</b>

**Recent Expenditures**

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-

**ALLOCATIONS**

Fund Source(s)	Previous	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
HRTF	\$0	\$0	\$200,000	\$2,600,000	\$7,200,000	\$10,000,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$2,600,000</b>	<b>\$7,200,000</b>	<b>\$10,000,000</b>

**SCHEDULED OBLIGATIONS**

Phase	Fund Source(s)	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Match
	<b>Subtotal</b>						
	<b>TOTAL</b>						

Source of Project Data: Virginia Department of Transportation.



## Smizik, Scott (VDOT)

---

**From:** Smizik, Scott (VDOT)  
**Sent:** Monday, June 06, 2016 9:09 AM  
**To:** Mack Frost - DOT (mack.frost@dot.gov)  
**Cc:** Jordan, Elizabeth (VDOT); Cromwell, James R. (VDOT)  
**Subject:** I-64 Segment 3 - ROD Request  
**Attachments:** Camp Peary Meeting Sign In Sheet 5\_25\_16.pdf; NPS Meeting Sign In Sheet 5\_24\_16.pdf; York County Meeting Sign In Sheet 5\_26\_16.pdf

Good morning Mack –

As we have discussed, VDOT is preparing to request a Record of Decision (ROD) from FHWA for Segment 3 of the Interstate 64 Peninsula Study EIS. To inform previous and current ROD requests, VDOT has met with the localities and federal agencies that border the proposed section. This information has been used, primarily, to inform the analysis of indirect and cumulative effects and to enhance communication between the respective land owners and VDOT as the project transitions into the design phase.

To inform our forthcoming ROD request for Segment 3, VDOT has met with staff from the National Park Service at Colonial National Historical Park (NPS), Camp Peary and Norfolk Naval Weapons Station (DoD), and York County. During each meeting, VDOT provided a short presentation, explained the ROD request process, and discussed issues concerns the respective land owners had with the proposed project. I have attached sign-in sheets from these three meetings and summarized some of the primary topics that were discussed with each group below. If you require additional or more detailed information, please let me know.

Thanks

Scott

- NPS
  - Discussed the Programmatic Agreement (PA), commitments made relative to NPS property, and how this PA covered the entire project and individual PAs would not be developed for individual sections
  - Discussed potential for road closures along the Colonial Parkway when the bridge work was being constructed over the roadway. This will be coordinated further with NPS as design/maintenance of traffic advances
  - Care for parkway surface if/when construct vehicles access the area (can be accounted for in RFP)
  - NPS review of RFP and future plans
- DoD
  - Discussed how final stormwater management may/may not discharge water onto DoD property
  - Discussed location of utilities and need to avoid interruption to service
  - Discussed interstate ramp/overpass as being primary access point to Camp Peary and how disruptions/congestion would adversely impact operations
  - Discussed how potential easements/property acquisition could be timely (Camp Peary suggested limited property exchange/take could be acceptable in the EIS)
- York County
  - Segment 3 improves access to the least developed portion of the County. As was the case with Segment 2, plans to develop the region would occur regardless of the proposed improvement, however, this improvement could accelerate these developments and make them more attractive to future users.

- As was the case with Segment 2, improving connectivity from the beach to Colonial Williamsburg also benefits York County tourism/economic development. As this segment provides direct connection to CW, the beneficial indirect effects are greater
- As was the case with Segment 2, these improvements could reduce traffic on local roads as more regional travelers would stay on the interstate instead of Route 60, the Colonial Parkway, or other local roads
- Identified some short-term concerns with access to York County and Williamsburg when the overpasses/interchanges are constructed. Discussed means of isolating and/or accelerate work in these locations.

**Scott Smizik**

Location Studies Project Manager  
Virginia Department of Transportation  
Environmental Division  
1401 East Broad Street  
Richmond, Virginia 23219  
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[Scott.Smizik@VDOT.Virginia.gov](mailto:Scott.Smizik@VDOT.Virginia.gov)

## I-64 SEGMENT III

## CAMP PEARY

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Scott Florence	AFETA/FAC	ScottFlorence@AFETA.NET
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JERRY TAAFFE	AFETA/OPS SUPPORT	SE@AFETA.NET
WADE JOHNSON	AFETA/SE	11

I-64 SEGMENT III  
YORK COUNTY

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TIM CROSS	" "	tcross@yorkcounty.gov
NEIL MORGAN	YORK CO	NEIL.MORGAN@YORKCOUNTY.GOV



5-24-16

I-64 SEGMENT III - NPS

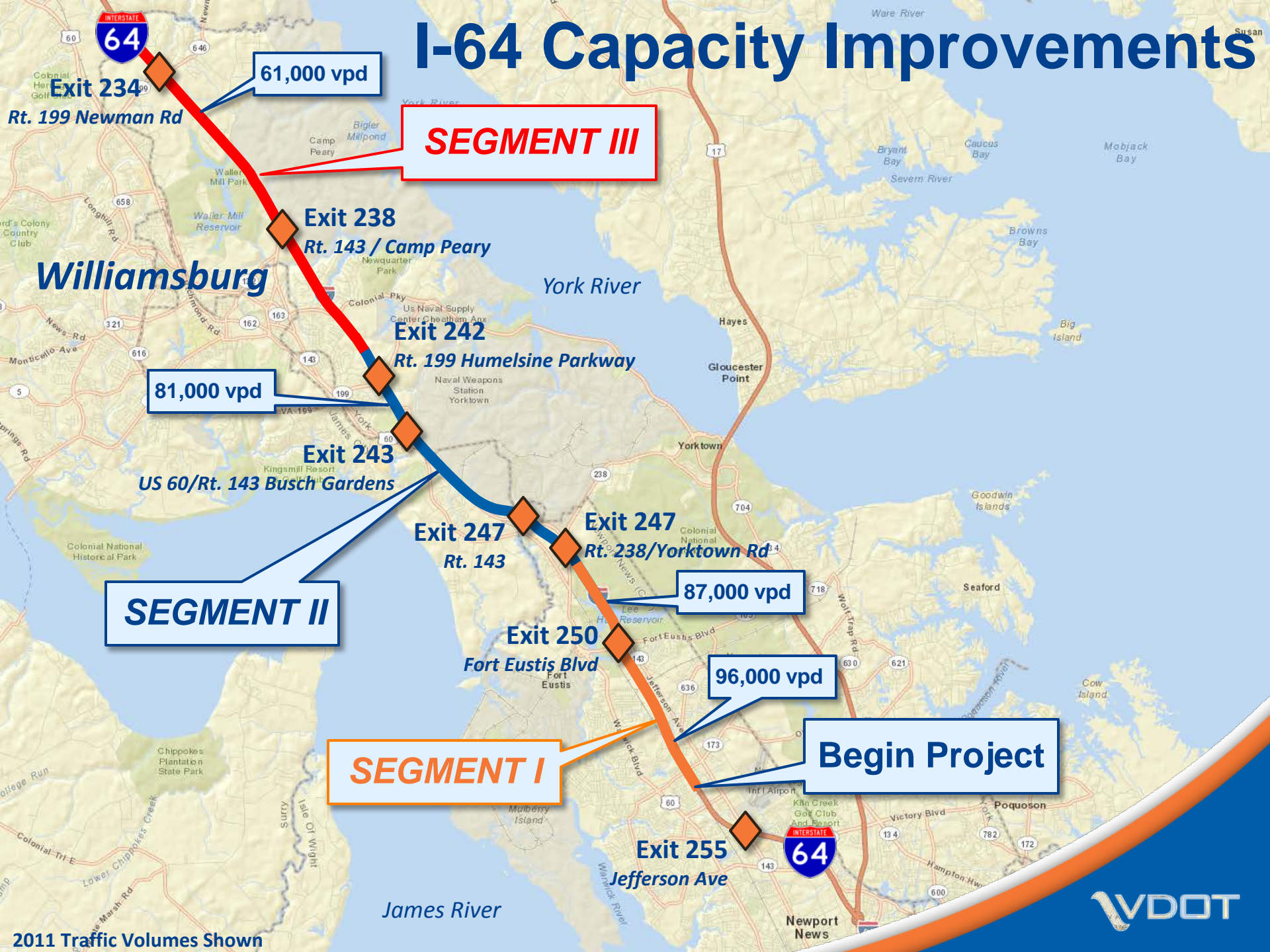
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Scott Smizik	VDOT ENV.	scott.smizik@vdot.virginia.gov
STEVEN Williams	NPS	STEVENWilliams@NPS.gov
Tim McLEAN	NPS	timothy-mclean@nps.gov
Jim - Brown	NPS	jim-brown@nps.gov



# **I-64 Capacity Improvements Segment III (MM 233.3 to 241.3)**

May 2016

# I-64 Capacity Improvements



61,000 vpd

**SEGMENT III**

**Williamsburg**

81,000 vpd

**SEGMENT II**

**SEGMENT I**

87,000 vpd

96,000 vpd

**Begin Project**



# I-64 Segment III

## Exit 242 to 234



Route 199 Overpass

Exit 234  
Route 199

Route 604 Overpass

Waller Mill Park

Camp Peary

York River

Route 143 Overpass

Exit 238  
Route 143/Camp Peary

Queens Creek Bridges

Route 716 Overpass

Williamsburg

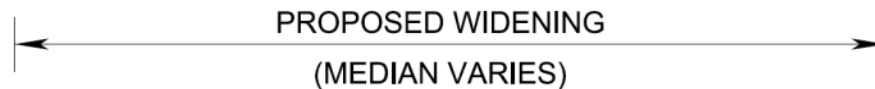
Colonial Parkway Bridges  
&  
Lakeshead Dr Bridges

Exit 242  
Route 199

Project Length 8.2 Miles

# Basic Project Scope

- **Design Build Procurement**
- **Goal: Provide Immediate Congestion Relief to the Public**
- **Widening to occur in the median:**
  - ✓ Adding one 12' lane and 12' shoulder in each direction
  - ✓ Limiting the RW required to construct the project
  - ✓ Avoiding impacts on interchanges and other existing facilities
- **Replacement of Existing Mainline Pavement**



# I-64 Capacity Improvements – Segment III

## General Project Overview

- **Widening four mainline bridges**
  - I-64 over Colonial Parkway and Route 1314 Lakeshead Drive
- **Replacing two overpass bridges**
  - Route 716 Queens Drive and Route 143 at Camp Peary
- **Replacing I-64 Mainline bridges over Queens Creek: 900'+ length**
- **Extending Acceleration/Deceleration Lanes**
- **Camp Peary**
  - Borders 3 miles of project corridor
- **Historic / archaeological sites**
  - Avoid or minimize project effects
  - Avoid above-ground historic sites
  - Archaeological Data Recovery for Redoubt 9 will be completed this year by the College of William and Mary
- **Coordination with National Park Service**
  - SWM facilities located outside of view sheds
  - Aesthetics of existing bridges maintained



# Typical Sections

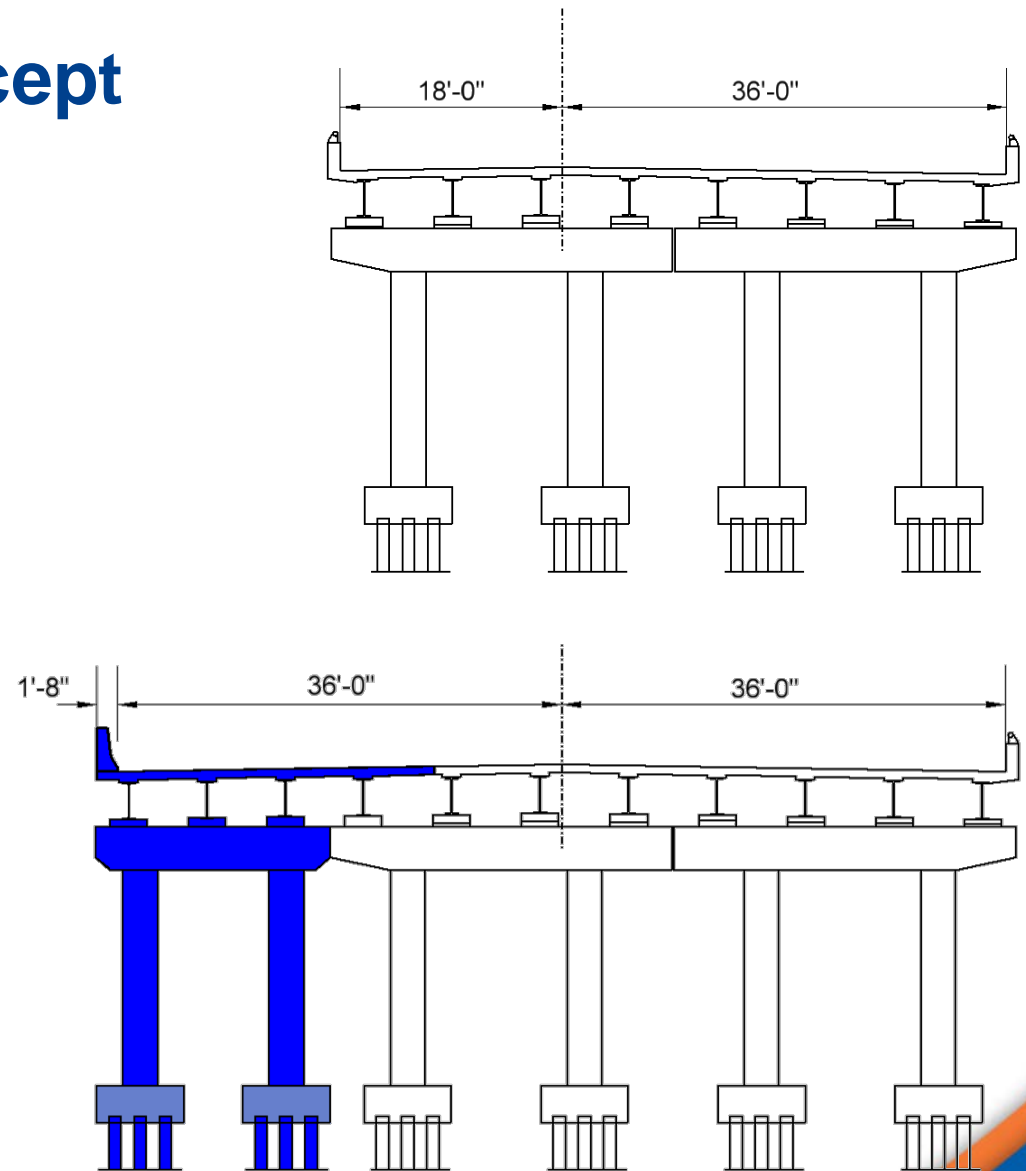
- Existing median is ~88' wide or wider:
  - Adequate clear space, median ditch with no barrier can be utilized



Existing 88' Median

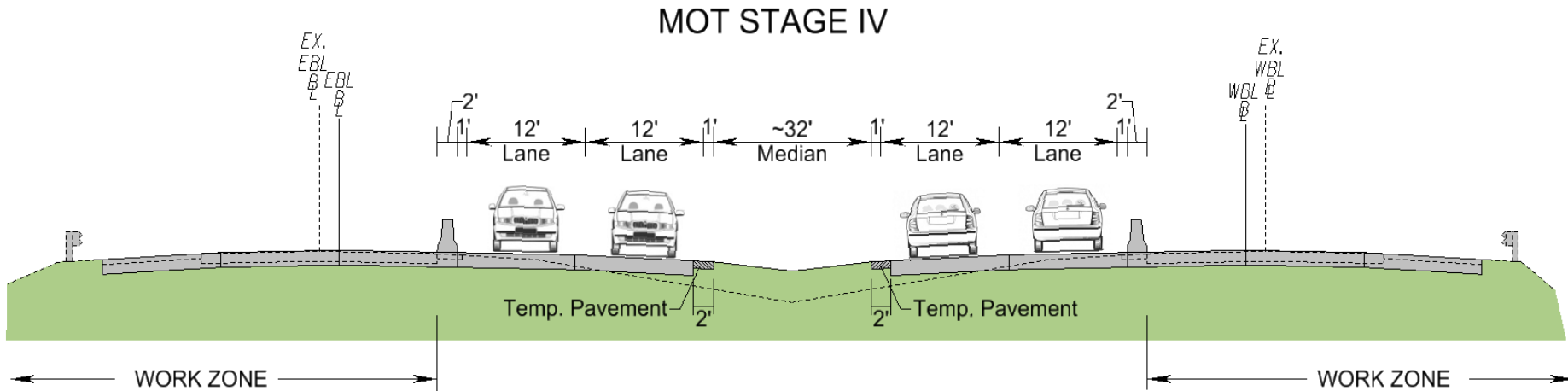
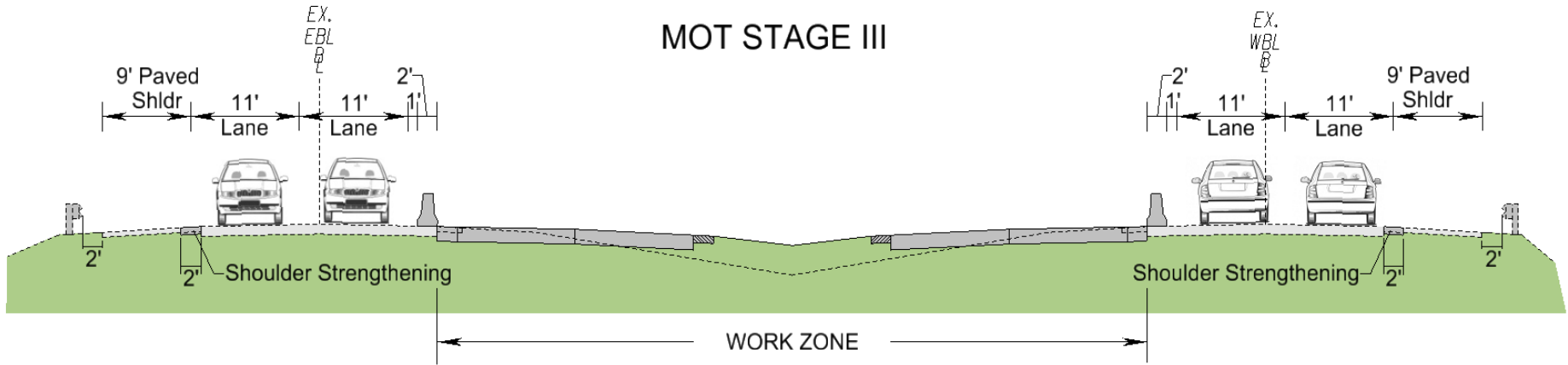
# Bridge Widening Concept

- Widen each bridge ~18-20' towards the median
- Match existing columns at piers where possible
- Deck Extensions at Abutments and closure of expansion joints at bridge piers
- Overlay bridge deck and make repairs to existing structures
- Deck Evaluations to verify feasibility of widening/rehab





# Anticipated Roadway MOT / SOC



No Detours will be allowed onto Colonial Parkway

# Existing Deficient Interchange Ramps

Exit 234  
Rte. 199/Rt. 646

Deficient Eastbound Ramp  
Deficient Westbound Ramp

Exit 238  
Camp Peary/Rte. 143

Exit 242  
Rt. 199 Humelsine Parkway



# Substandard Outside Shoulder Width

## Notes:

- 10' Existing Outside Paved Shoulders throughout entire corridor
- Truck Traffic > 250 DDHV
- Requires ~8.0 miles of outside shoulder widening or a 2' alignment shift into the median

End Widening  
1.15 miles West of  
Exit 234 Overpass

Exit 234  
Rte. 199/Rte. 646

Exit 238  
Camp Peary/Rt. 143

Begin Widening  
1.05 miles west  
of Humelsine Pkwy

Exit 242  
Rt. 199 Humelsine Parkway

PER 2014 VDOT TRAFFIC COUNTS & FEIS GROWTH RATE



# SWM Summary

## New Regulations

### Water Quality (Part II B)

- Runoff Reduction Method (RRM)

### Water Quantity (Part II B)

- Channel Protection
- Energy Balance Method
- Flood Control

### Offsite compliance options

(purchase of water quality credits)



## Planned Treatment Facilities

- Multiple SWM Bioretention/Detention Basins
- Grass Swales expected throughout
- Water Quality credit purchases expected
- Project Drains into 3 separate HUCs all part of the York River Watershed



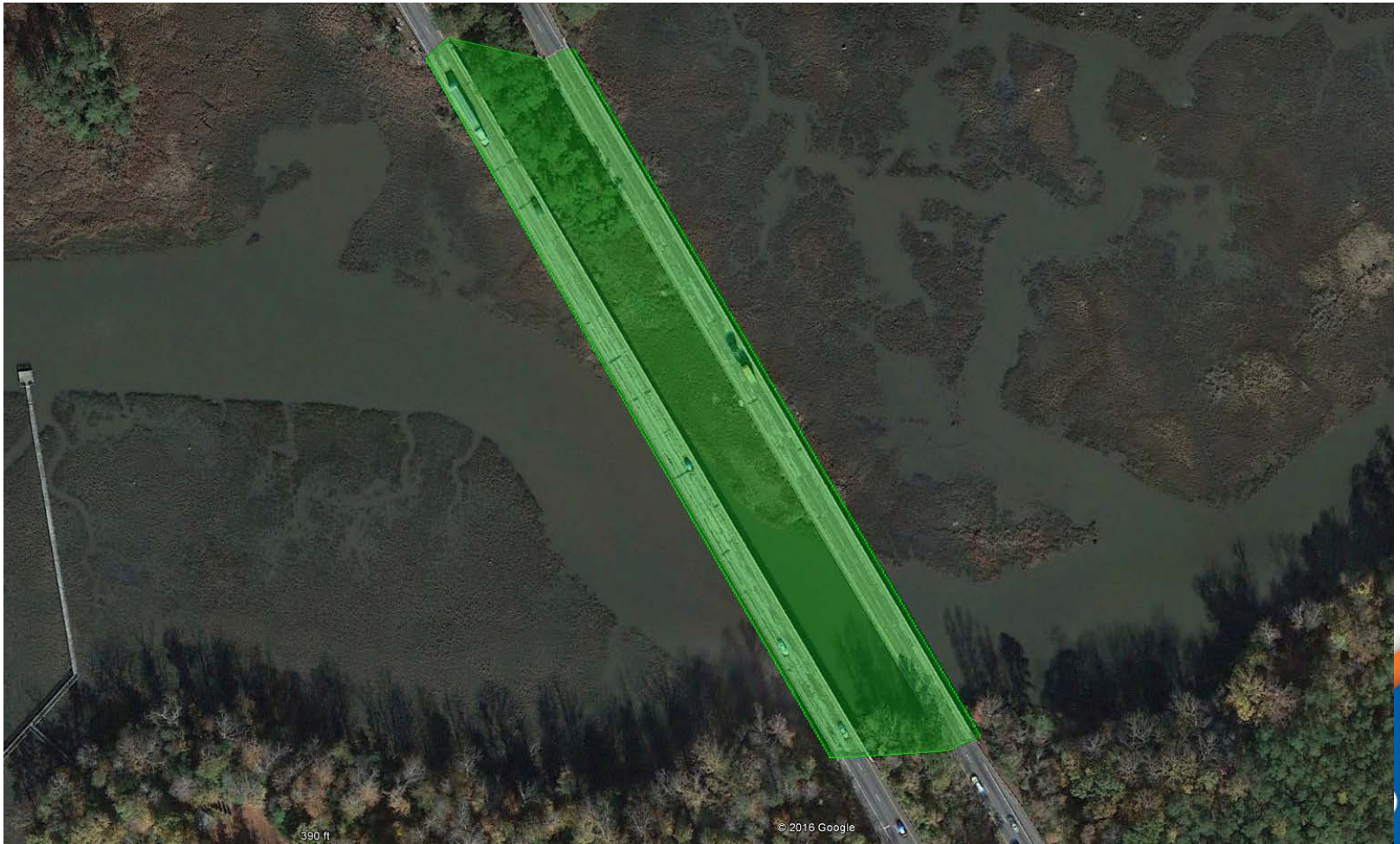
# Queens Creek Bridges

- Length = ~900'
- Bridges over Tidal Creek
- Narrow Existing Shoulders
- Full Replacement Expected



# Queens Creek Tidal Wetlands

- Queens Creek Bridge Replacements will impact over 3.25 acres of tidal wetlands at \$400,000+/acre for credits
- Permitting will require advanced coordination with the Corps of Engineers showing this project is minimizing impacts





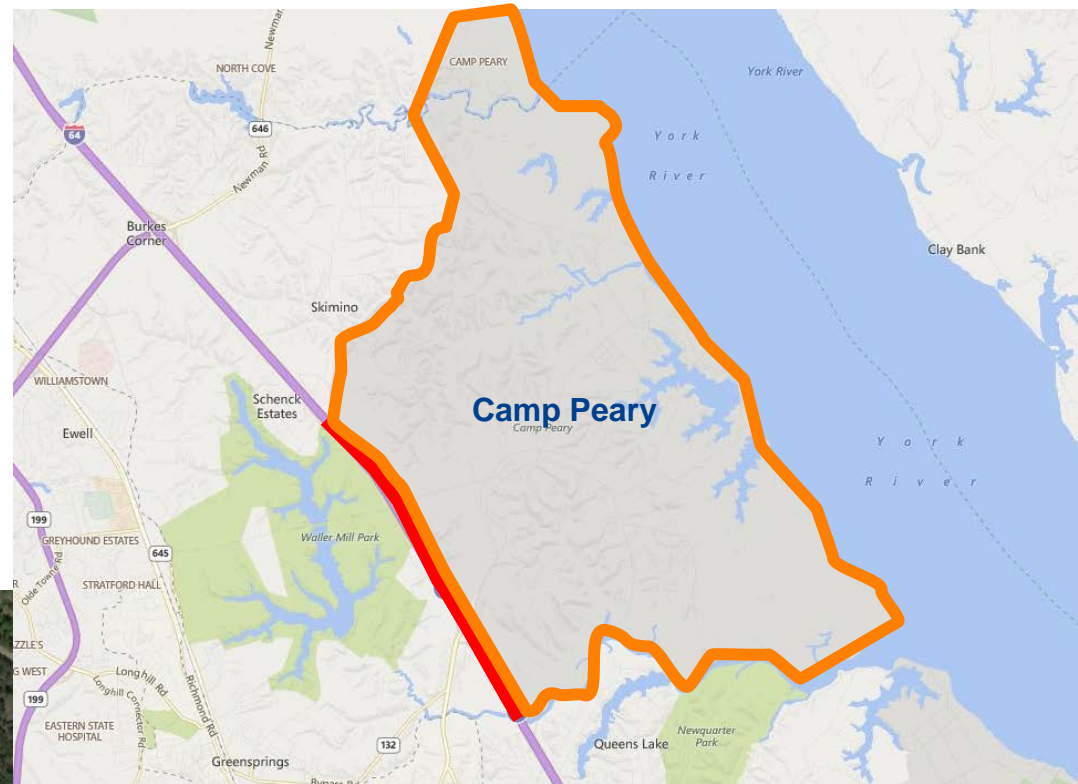
# Colonial Parkway Bridges

- **Maintain Aesthetics and Architecture**
- **Maintain view shed on National Park Service property**
- **Under bridge lighting may be considered due to widened condition**
- **Easement may be required from National Park Service to widen bridges over parkway**



# Camp Peary

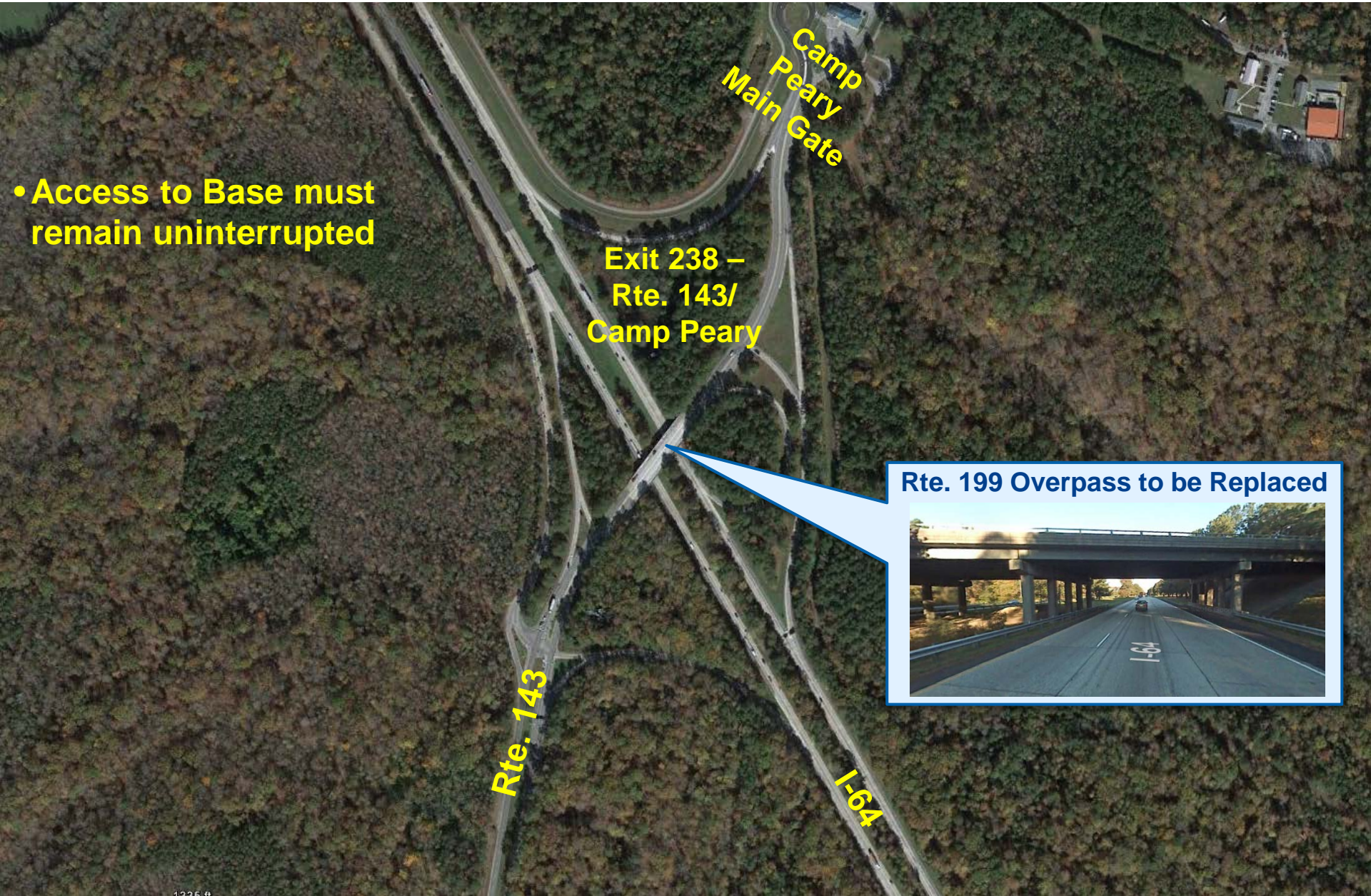
- Borders 3 Miles of I-64 WB
- Primary Access to Strategic Military Facility
- Overpass Requires Replacement which must be coordinated with the Base





# Camp Peary Interchange - Exit 238

- Access to Base must remain uninterrupted



Camp Peary Main Gate

Exit 238 –  
Rte. 143/  
Camp Peary

Rte. 143

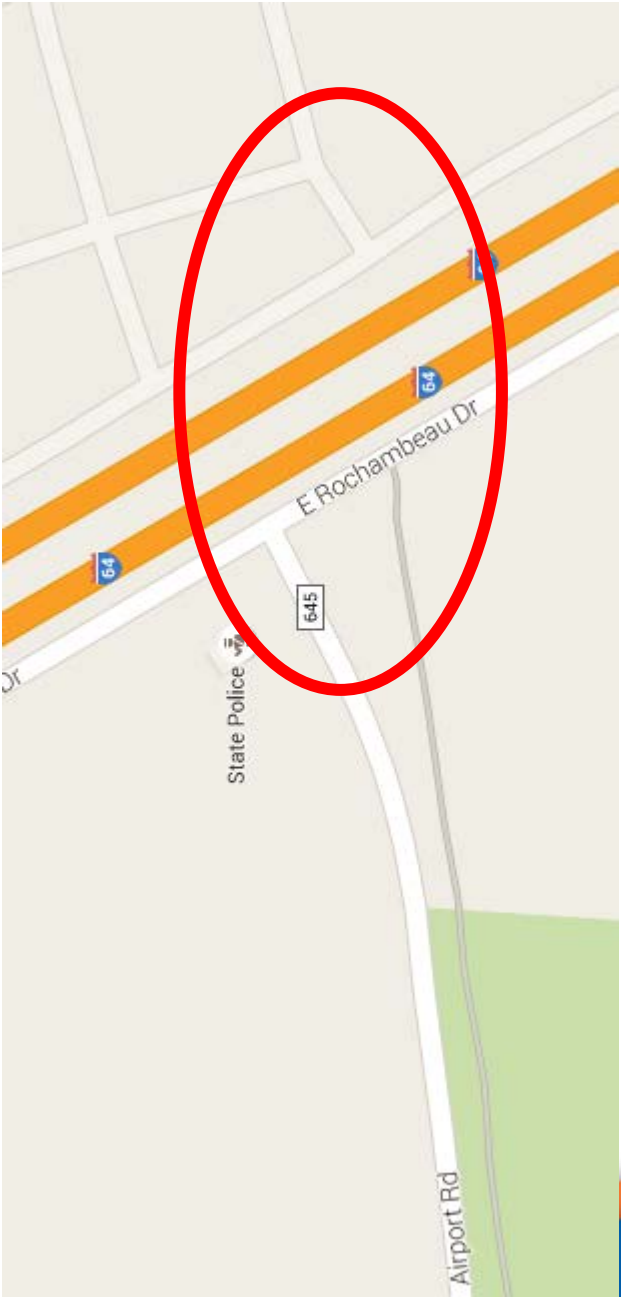
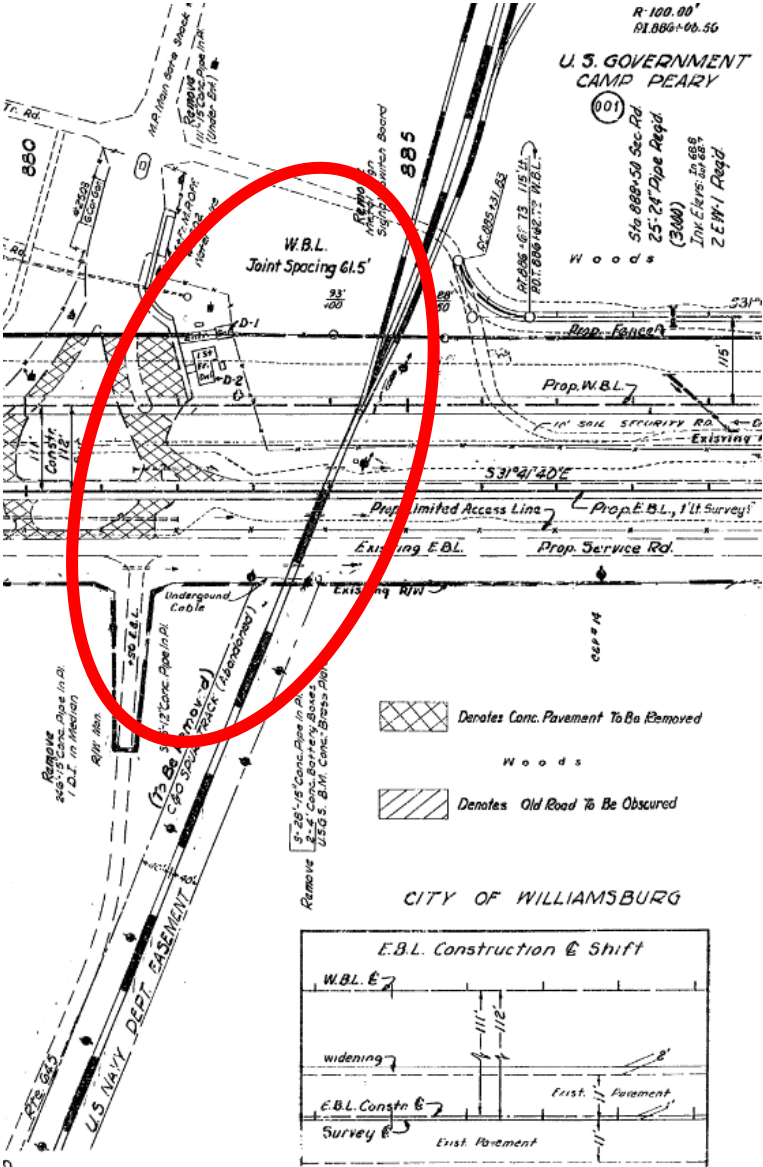
I-64

Rte. 199 Overpass to be Replaced



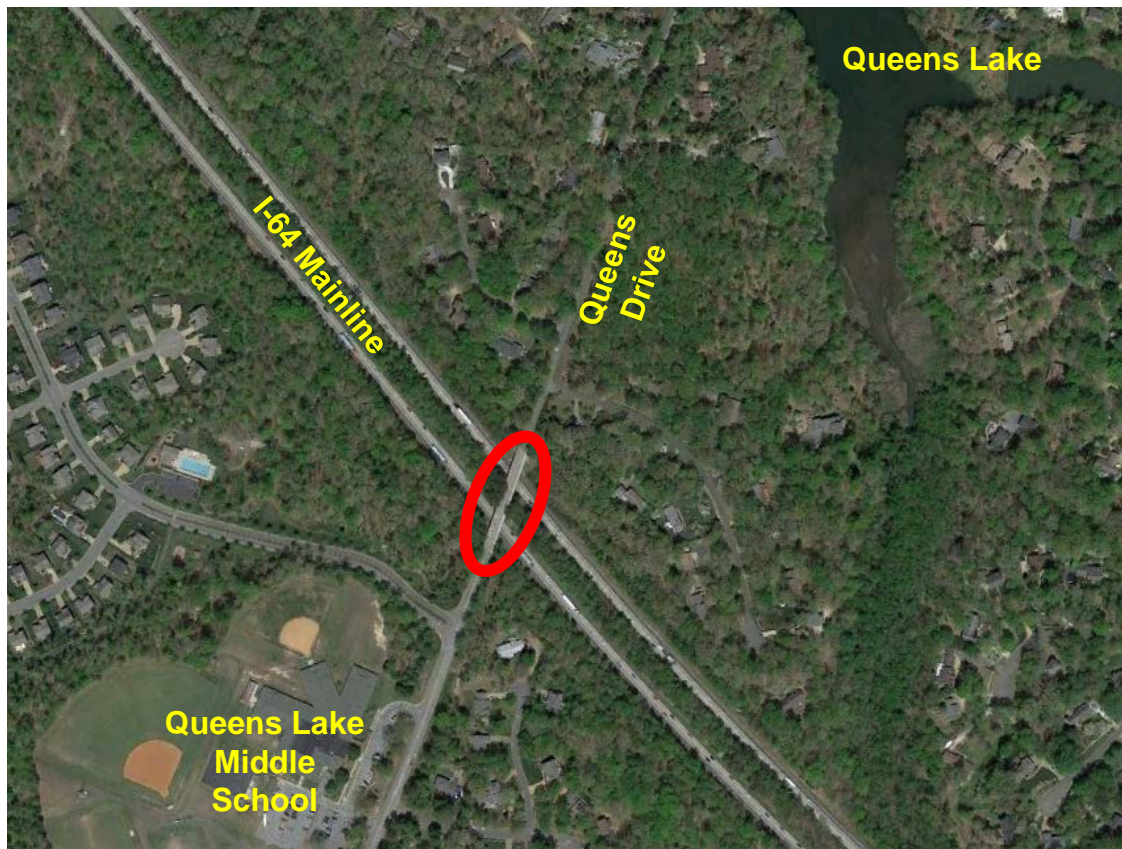


# Potential Navy Property and Abandoned Rail at MM 237.3



# Queens Drive (Route 716) Overpass

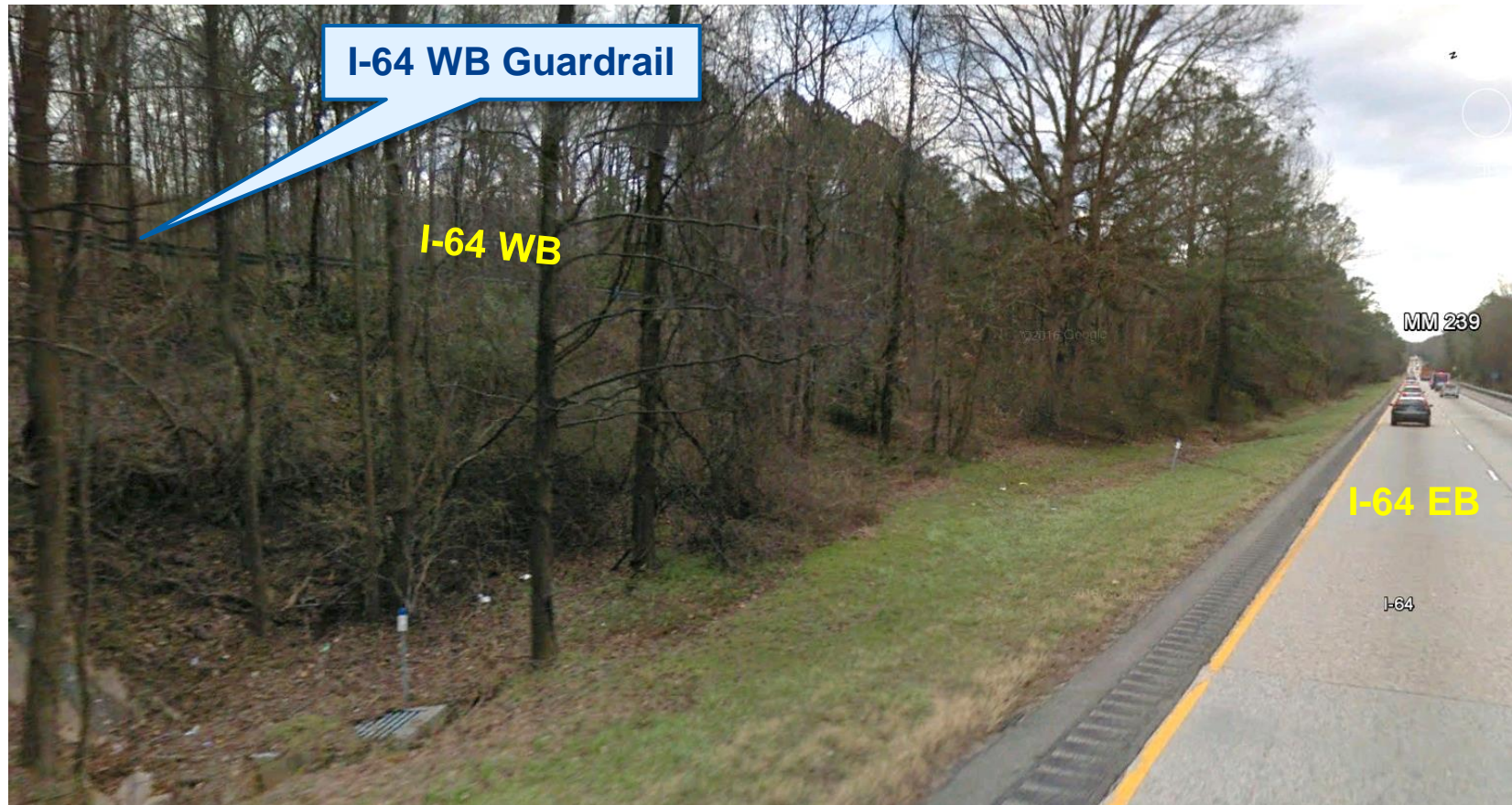
- One of only two access points into Queens Lake Neighborhood
  - Lakeshead Drive is the only other access point, which also will be impacted by widening the I-64 Overpass Bridge as part of this project
- Staged replacement and coordination to maintain access





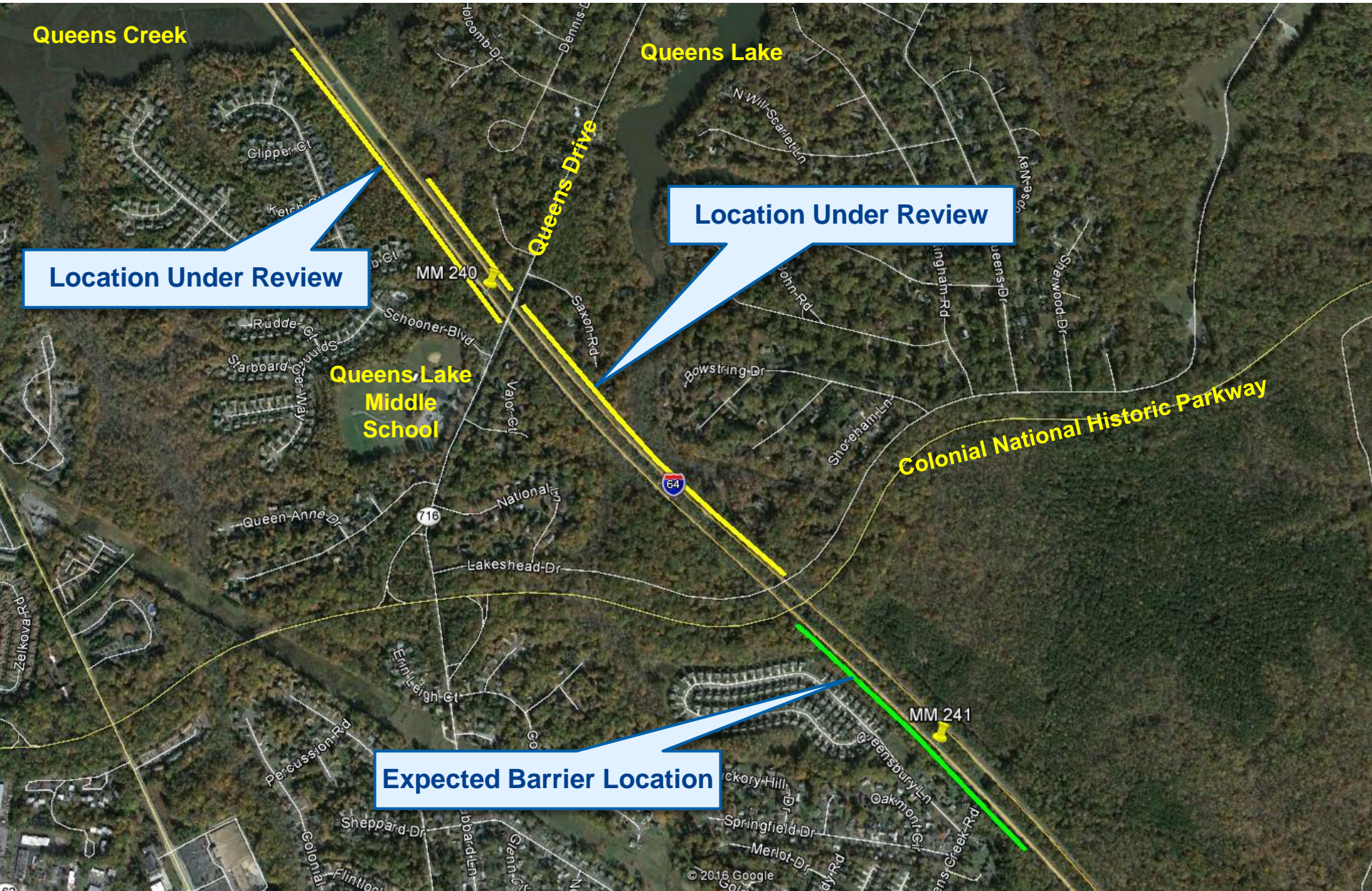
# Bifurcation West of Queens Creek

- Substantial Elevation difference (6-10') between I-64 EB and I-64 WB
- May require special design median using retaining wall(s)





# Noise Walls Under Consideration



**Location Under Review**

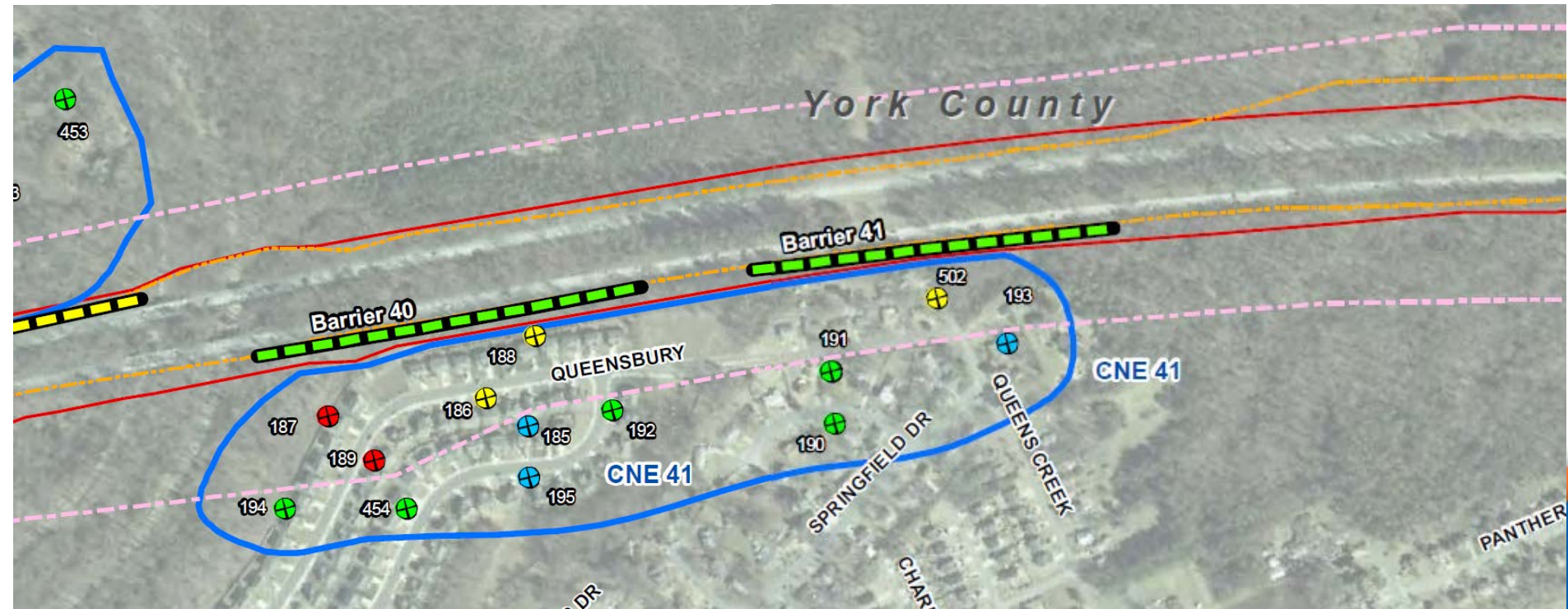
**Location Under Review**

**Expected Barrier Location**



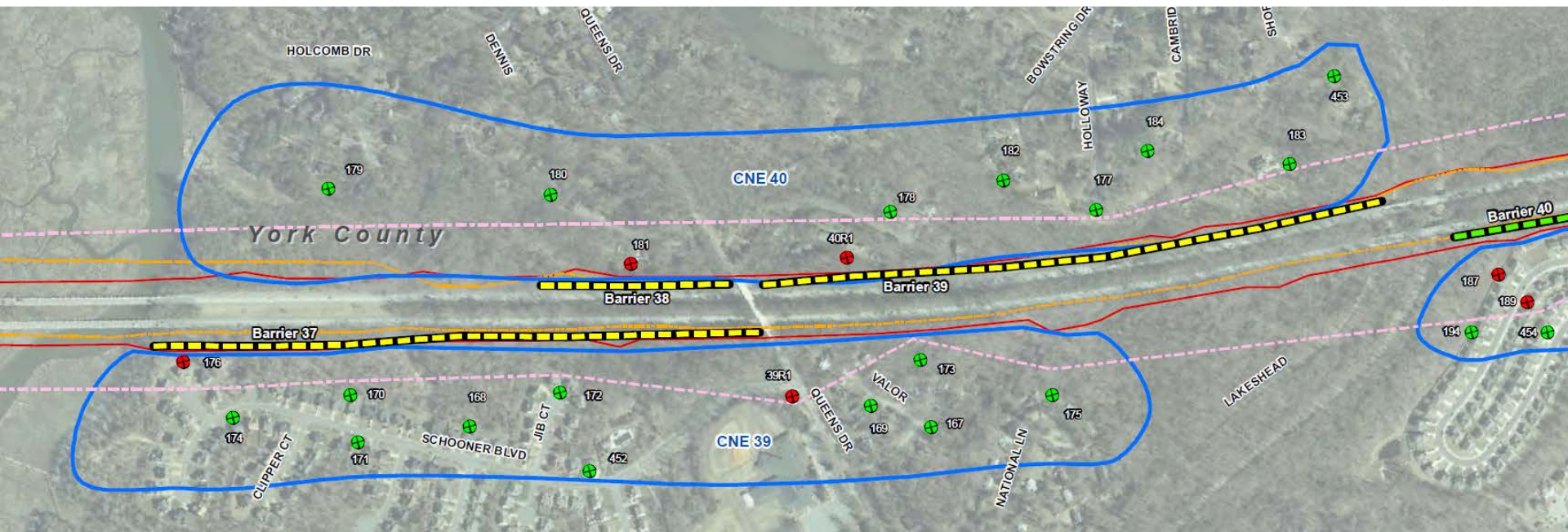
# FEIS Noise Walls

- A total of eight noise wall locations were evaluated in Segment III
  - Two Barriers (#40 & #41) were identified as feasible and reasonable
  - These Barriers are located along I-64 EB approx. mile marker 241
  - The total quantity of noise barrier is listed at 2,242 LF (H=19.11')



# FEIS Noise Walls

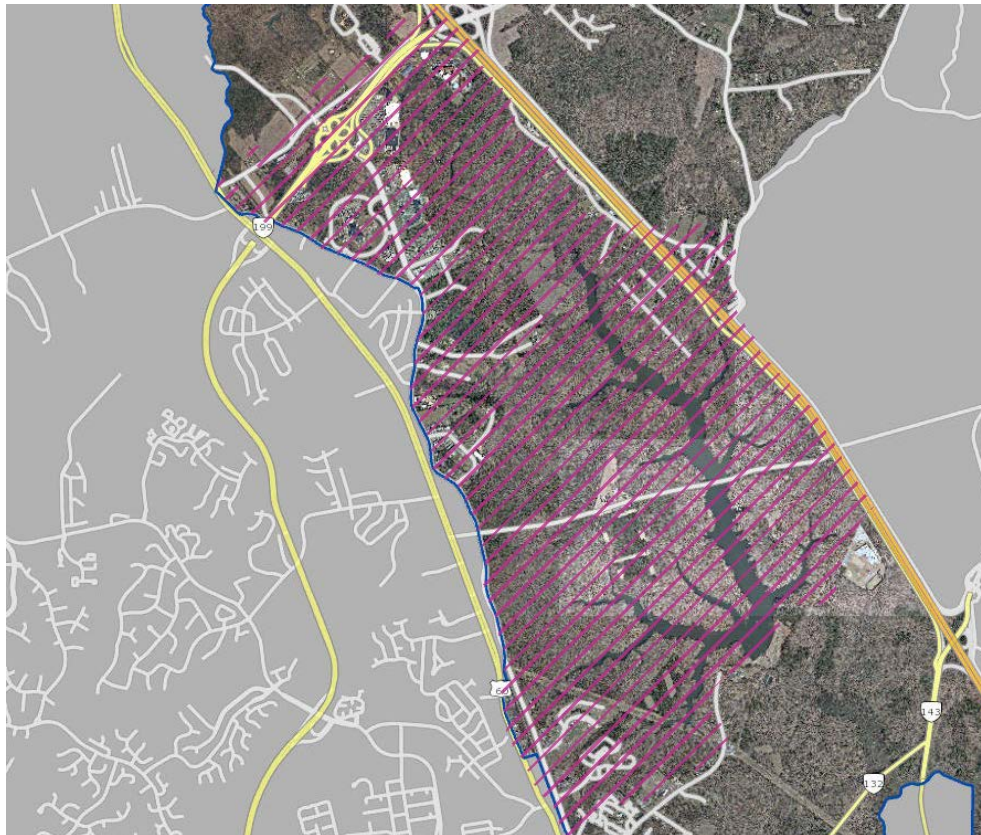
- Barriers #38 and #39 were evaluated for the communities adjacent to Queens Lake
  - Noise from the highway was an issue raised by two residents during the Segment II Public Hearing
  - These barriers were identified as feasible but not reasonable b/c there are not enough benefitted receptors to justify the required length of Noise Wall





# Waller Mill Reservoir (Watershed Protection Area)

- I-64 Segment III from Exit 234 to MM 237.75 drains to reservoir
  - Immediately adjacent to project site
  - Supplies water to York County and Williamsburg
  - Requires special design considerations and protections
  - DB Team will prepare an Impact Study for the Public Works Director





# ITS Impacts of Project

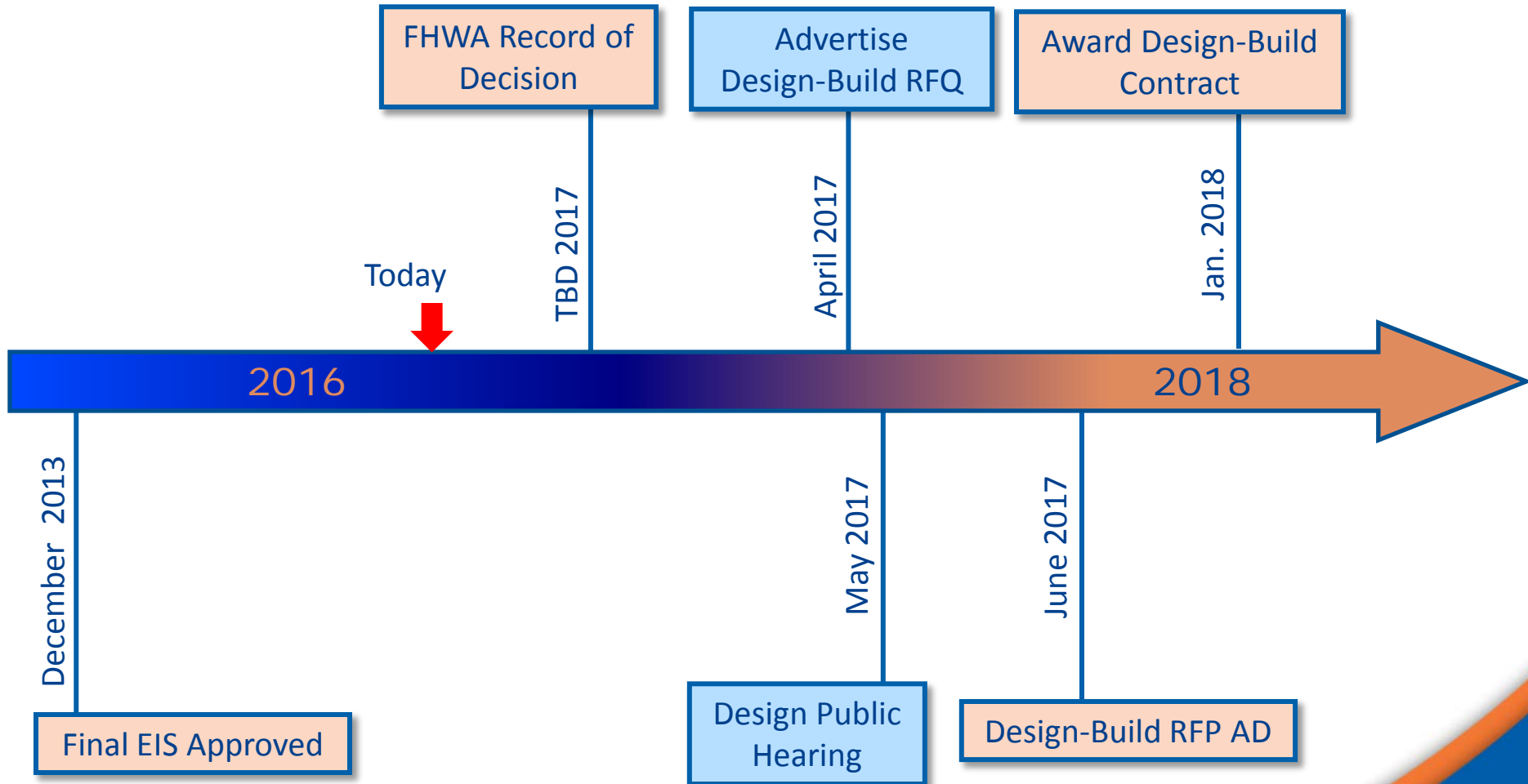
- VDOT Travel Time Sign Impacted by Project
  - Located at MM 236.9 for I-64 WB to I-295
  - Sign is located in the median and will be impacted by the proposed widening



# I-64 Segment III Milestones

<b>Scoping Plan Submission</b>	<b>December 21, 2016</b>
<b>Risk Assessment</b>	<b>January 18, 2017</b>
<b>PFI Plan Submission</b>	<b>February 16, 2017</b>
<b>PH Plan Submission</b>	<b>April 18, 2017</b>
<b>Design-Build RFQ Release</b>	<b>April 20, 2017</b>
<b>Design Public Hearing</b>	<b>May 18, 2017</b>
<b>Design-Build RFP Release</b>	<b>June 22, 2017</b>
<b>Notice to Proceed for Construction</b>	<b>February 16, 2018</b>
<b>Anticipated Construction Completion</b>	<b>February 16, 2022</b>

# I-64 Segment III Schedule





# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Virginia Ecological Services Field Office  
6669 SHORT LANE  
GLOUCESTER, VA 23061  
PHONE: (804)693-6694 FAX: (804)693-9032  
URL: [www.fws.gov/northeast/virginiafield/](http://www.fws.gov/northeast/virginiafield/)

Consultation Code: 05E2VA00-2016-SLI-2691

May 20, 2016

Event Code: 05E2VA00-2016-E-03221

Project Name: I-64 Segment III

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

## To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and

endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior  
Fish and Wildlife Service

Project name: I-64 Segment III

## Official Species List

### Provided by:

Virginia Ecological Services Field Office

6669 SHORT LANE

GLOUCESTER, VA 23061

(804) 693-6694

<http://www.fws.gov/northeast/virginiafield/>

**Consultation Code:** 05E2VA00-2016-SLI-2691

**Event Code:** 05E2VA00-2016-E-03221

**Project Type:** TRANSPORTATION

**Project Name:** I-64 Segment III

**Project Description:** I-64 Segment III ROD Request

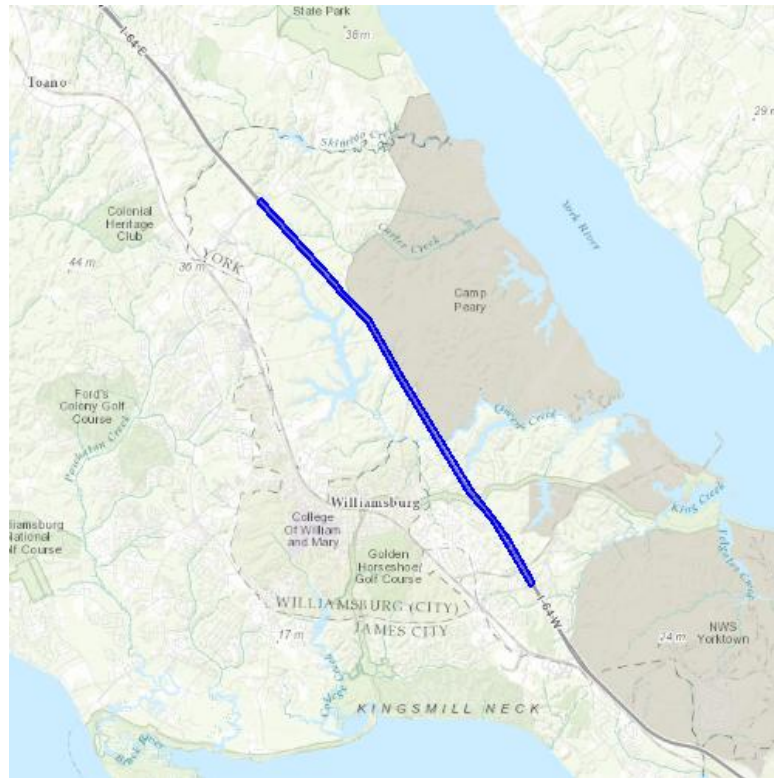
**Please Note:** The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior  
Fish and Wildlife Service

Project name: I-64 Segment III

### Project Location Map:



**Project Coordinates:** The coordinates are too numerous to display here.

**Project Counties:** York, VA



United States Department of Interior  
Fish and Wildlife Service

Project name: I-64 Segment III

## Endangered Species Act Species List

There are a total of 1 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Mammals	Status	Has Critical Habitat	Condition(s)
Northern long-eared Bat ( <i>Myotis septentrionalis</i> )	Threatened		





United States Department of Interior  
Fish and Wildlife Service

Project name: I-64 Segment III

## **Critical habitats that lie within your project area**

There are no critical habitats within your project area.



United States Department of Interior  
Fish and Wildlife Service

Project name: I-64 Segment III

## **Appendix A: FWS National Wildlife Refuges and Fish Hatcheries**

There are no refuges or fish hatcheries within your project area.

Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016

## **Attachment 5: Figures**

Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016

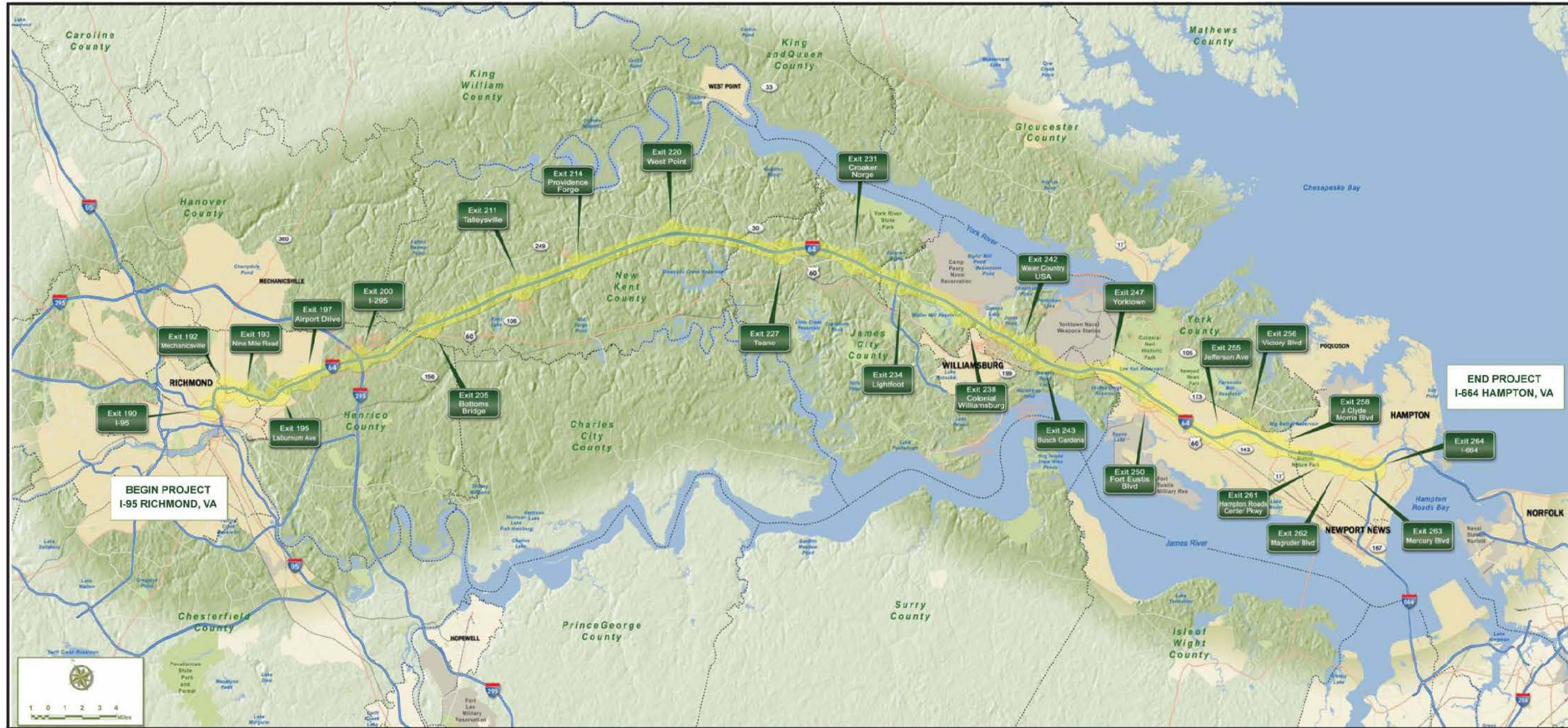
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Mr. Wayne Fedora  
Federal Highway Administration  
June 15, 2016

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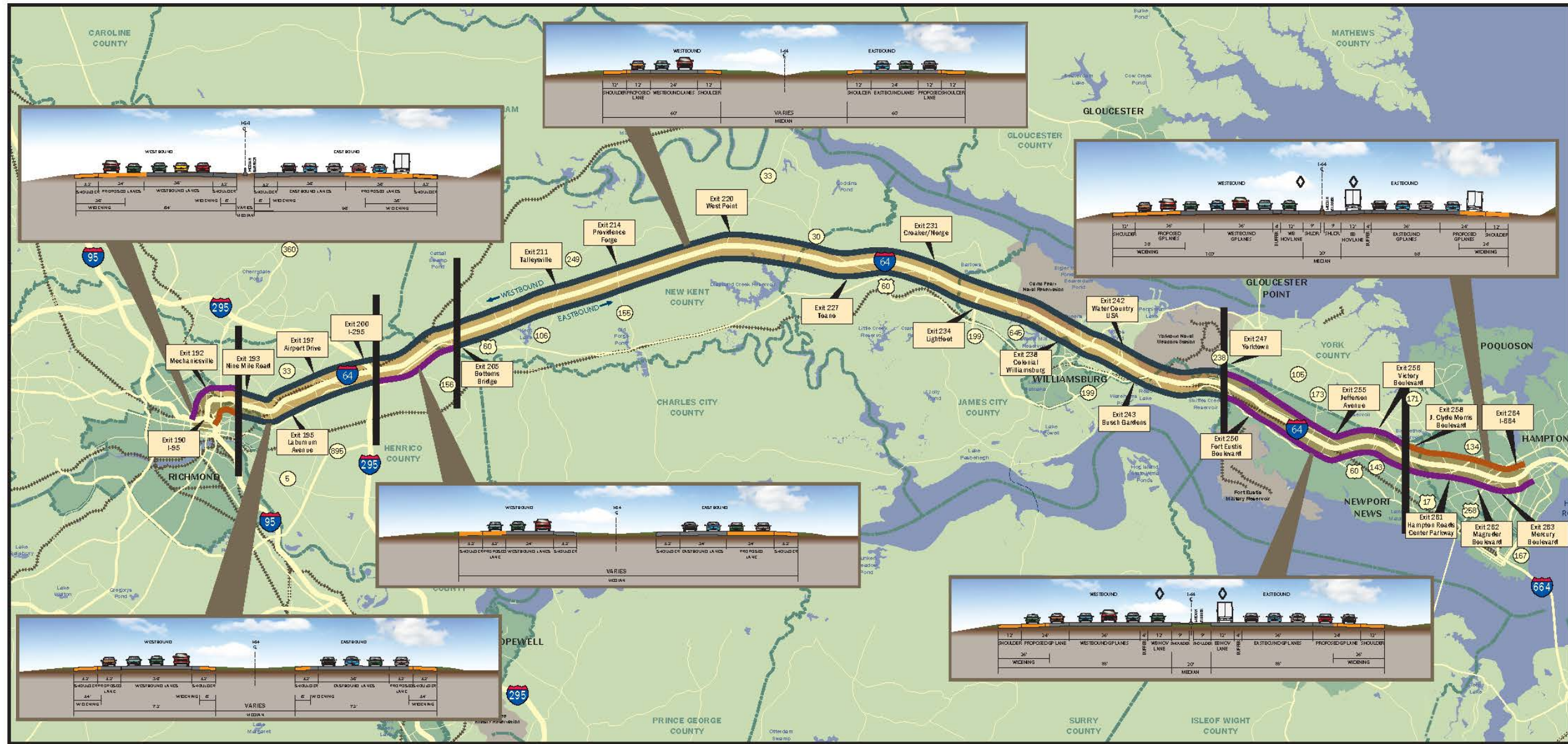




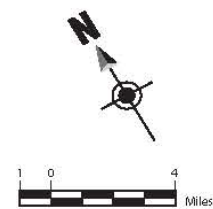
**Figure I.1**  
**Project Location**







**Figure II.3**  
 Proposed Number of Additional Lanes for  
 Build Alternatives 1A and 2A



**LEGEND**

- = One Additional Lane
- = Two Additional Lanes
- = Three Additional Lanes

