



INTERSTATE 64 PENINSULA STUDY

RIGHT OF WAY TECHNICAL MEMORANDUM



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1401 EAST BROAD STREET
RICHMOND, VA 23219

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Appendix A: Potential Parcels to be Impacted by Project’s Proposed Build Alternatives

ACRONYMS

EBL	Express Bus Lanes
EIS	Environmental Impact Statement
ETL	Express Toll Lanes
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HOT	High Occupancy/Toll
HOV	High Occupancy Vehicle
I	Interstate
LOS	Level of Service
MPO	Metropolitan Planning Organization
SYIP	Six-Year Improvement Program
TPO	Transportation Planning Organization
VDOT	Virginia Department of Transportation

I. Introduction

The following report describes the existing right of way which may be impacted by the various alternatives within the study area of the Interstate 64 (I-64) Peninsula Study. The purpose of this report is to summarize baseline conditions along the corridor, provide a comparison of the impacts to the existing right of way parcels for the different alternatives, and summarize these potential impacts.

A. Project Description

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating options to improve the 75 mile long I-64 corridor from the Interstate 95 (I-95) (Exit 190) interchange in the City of Richmond to the Interstate 664 (I-664) (Exit 264) interchange in the City of Hampton. This study is known as the Interstate 64 Peninsula Study (hereinafter referred to as the I-64 Study in this document). As shown in **Figure 1**, the study area is located within seven localities, including the City of Richmond, Henrico County, New Kent County, James City County, York County, the City of Newport News, and the City of Hampton.

The number of lanes on existing I-64 varies through the study area. In the vicinity of the City of Richmond, from Exit 190 to Exit 197, there are generally three travel lanes in each direction. Between Exit 197 and mile marker 254, there are generally two travel lanes in each direction. Beginning at mile marker 254 and continuing east to the City of Hampton area, I-64 widens to four lanes in each direction with three general purpose lanes and one 2+ person High Occupancy Vehicle (HOV 2+) lane during the AM and PM peak periods. There are some additional lanes between closely spaced interchanges at the eastern end of the corridor to provide for easier merging of traffic on and off of the I-64 mainline.

B. Alternatives

There are a number of possible solutions to address the need for improvements along the I-64 corridor, as described in detail in the *Alternatives Development Technical Memorandum*. The goals are to develop the best and most cost effective solutions that meet the project purpose and needs while avoiding and/or minimizing impacts to the human and natural environments. The following are the alternatives being carried forward in this study:

1. No-Build Alternative

The No-Build Alternative serves as a baseline for the comparison of future conditions and impacts. The No-Build Alternative assumes that the projects currently programmed and funded in the VDOT Fiscal Year 2013-2018 Six-Year Improvement Program (SYIP) will be implemented. In addition to the programmed VDOT projects, the Tidewater Super-Regional Model developed by VDOT and used for this study includes other projects within the corridor that are part of the Richmond Area Metropolitan Planning Organization (MPO) or Hampton Roads Transportation Planning Organization's (TPO) Constrained Long Range Plans, as well as the Rural Long Range Transportation Plans (which are not fiscally constrained) for the Richmond and Hampton Roads Planning District Commissions. Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses.

2. Alternatives 1A/1B General Purpose Lanes

These alternatives involve adding additional general purpose travel lanes to the I-64 mainline to achieve a Level of Service (LOS) C or better in the design year 2040. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all needed lanes within the existing right of way, to the greatest extent practicable, to either the outside of the existing lanes, which is Alternative 1A, or to the inside of the existing lanes within the median, which is Alternative 1B. For Alternative 1B, the lanes are also proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in

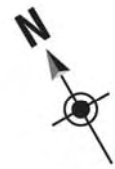
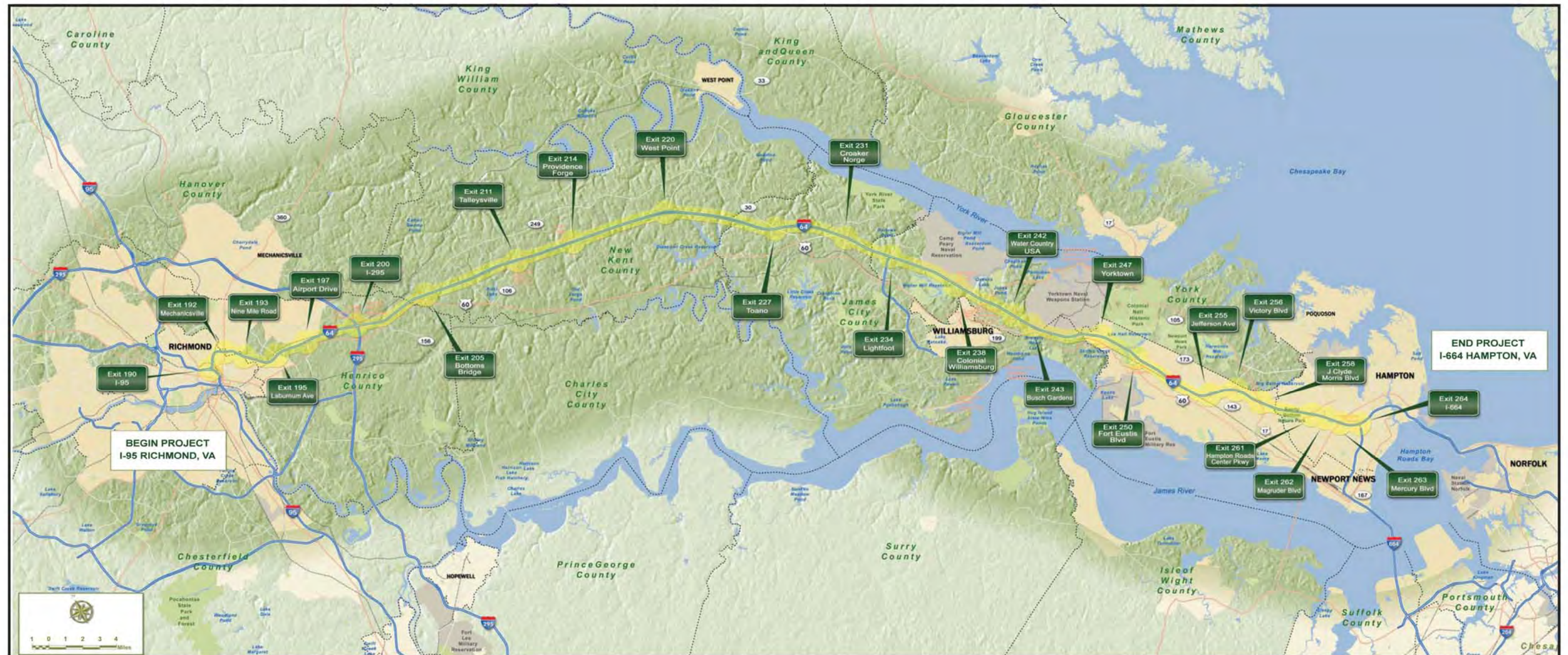


Figure 1
Project Location Map



these areas the additional lanes are proposed to the outside. For the 25 existing interchanges within the study area corridor, geometric deficiencies were examined along with design year 2040 traffic volumes and resulting LOS at each interchange location. Conceptual designs were investigated that would accommodate the future traffic and assumptions were made and applied to each interchange to establish a study footprint that would allow for enough flexibility during the final design stage to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as the project progresses. During the Interchange Modification Report (IMR) process, which is required by FHWA before any changes can be made to Interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design.

3. Alternatives 2A/2B Full Toll Lanes

These alternatives evaluate the impacts of tolling the entire facility. However, as of the time of this study, there is no federal or state agreement in place that would allow for tolling I-64 from I-95 in the City of Richmond to I-664 in the City of Hampton. Therefore, these alternatives that involve tolling may or may not ultimately be possible. Notwithstanding, because tolling could be an option in the future, alternatives that involve tolling were considered in the range of possible alternatives evaluated. For the purposes of this study, it was assumed that if the facility is tolled, the tolling would be for all vehicles, in both directions, and for the entire length of the corridor from I-95 in the City of Richmond to I-664 in the City of Hampton. It was also assumed that there would be toll collection stations, using overhead gantries and all-electronic tolling, for every interchange to interchange sections of I-64. If Alternative 2A or 2B is selected, subsequent studies will refine the specifics of the tolling, such as whether or not it would encompass the entire length of the I-64 corridor along with the number and placement of the toll collection stations. In order to determine the number of lanes needed for Alternatives 2A/2B, the traffic studies included a toll diversion analysis. As a result of this analysis, the tolling of I-64 is expected to have either a neutral effect or result in a decrease in traffic volumes on the I-64 mainline due to people choosing to avoid a tolled I-64 and using other parallel routes instead. The tolls are not expected to result in increased volumes at any location on the I-64 mainline. This analysis indicated possible reductions to traffic on the I-64 corridor, however these reductions are not projected to change the number of lanes needed to achieve a LOS C or better in the design year 2040 from those indicated for the General Purpose Lanes Alternatives. Therefore, the proposed disturbance limits for Alternatives 2A/2B would be the same as Alternatives 1A/1B, respectively. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all needed lanes within the existing right of way, to the greatest extent practicable, to either the outside of the existing lanes, which is Alternative 2A, or to the inside of the existing lanes within the median, which is Alternative 2B. For Alternative 2B, the lanes are also proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in these areas the additional lanes are proposed to the outside. In addition to the mainline improvements, due to only modest changes in traffic volumes, as determined in the toll diversion analysis, Alternatives 2A/2B also includes the same improvements to the 25 interchanges as described with Alternatives 1A/1B.

4. Alternative 3 Managed Lanes

This alternative involves the addition of separated, managed lanes located in the median. These managed lanes were examined for the entire length of the I-64 study area from I-95 in the City of Richmond to I-664 in the City of Hampton. As previously described, not all sections of the I-64 corridor have sufficient median area to accommodate the addition of any lanes. In these areas, the facility is proposed to be widened to the outside of the existing general purpose lanes in order to accommodate the managed lanes between the eastbound and westbound general purpose travel lanes. Managed lanes can refer to many different strategies, including:

- High Occupancy Vehicle (HOV) lanes.
- High Occupancy Toll (HOT) lanes.

- Express Toll Lanes (ETL).
- Express Bus Lanes (EBL).

For any of the managed lanes that involve toll collection (HOT or ETL lanes), traditional toll plazas were not included. All toll collection would be conducted by overhead gantries with all-electronic tolling used to collect all tolls at highway speeds. The Environmental Impact Statement (EIS) study does not identify what type of managed lanes would be constructed. Based on the results of the capacity analysis, the lane configurations developed for Alternative 3 along the I-64 corridor are described in the *Alternatives Development Technical Memorandum*. If Alternative 3 is selected, subsequent studies would refine the specifics of the managed lanes throughout the I-64 corridor.

C. Right of Way Assessment

Construction of any of the proposed Build Alternatives would require the acquisition of additional right of way and the potential relocation of families, businesses and community facilities. This technical memorandum summarizes the analysis conducted on parcels adjacent to the project corridor that may be impacted by the project's proposed alternatives shown in the mapping in **Appendix A**. As this is a corridor level study with multiple proposed alternatives, the project team did not contact local citizens to determine such factors as population per household, minority status owner/rental status, or income. The project team also did not contact individual businesses or non-profit organizations to determine the number of employees, members, minority status or owner/rental status. This memorandum contains an estimate of the acreage of right of way that would be needed, the number of complete acquisitions (also called relocations) that would occur and the characteristics or types of those properties being relocated for each alternative.

1. Assumptions

The estimated acreage of additional right of way to be required was obtained by overlaying each alternative footprint onto VDOT Geographic Information Systems (GIS) right of way boundary and parcel data provided by each locality along the corridor. Parcels were separated by VDOT District (Richmond and Hampton Roads) and then categorized into the following four types, in accordance with the VDOT Planning Level Costs Estimation Process:

- Rural - generally consists of low density land uses, including vacant or open space land used for agricultural and conservation purposes.
- Residential/Suburban Low Density - generally consists of residential land uses, including single family and multi-family uses.
- Outlying Business/Suburban High Density - generally consists of high density land uses, including commercial and industrial businesses.
- Central Business District - generally consists of high density, urban land uses, including government, educational, institutional, and mixed use developments.

Table 1 shows each of the original zoning classifications for each locality and how they were categorized into the four classifications.

Along the mainline, the acreage between the existing right of way and the proposed right of way was determined for each District, resulting in small fractions of parcels to be acquired, which totaled up to an overall acreage of mainline right of way to be acquired for each parcel type for each Build Alternative. Right of way acquisitions include total and partial property acquisitions and are defined for this study as follows:

- A total acquisition occurs when the primary improvement (house, business, non-profit, or farm) is within the right of way or access to the parcel is removed and cannot be restored. The owner is compensated for the fair market value of the entire parcel and provided relocation assistance.

Table 1: Land Use / Zoning Classifications

City of Richmond		Henrico County		New Kent County		James City County	
Actual Classification	Right of Way and Cost Estimate Classification	Actual Classification	Right of Way and Cost Estimate Classification	Actual Classification	Right of Way and Cost Estimate Classification	Actual Classification	Right of Way and Cost Estimate Classification
Commercial	Outlying business/Suburban high density	COMMERCIAL ARTERIAL	Central business district	A1	Rural	A1	Rural
Duplex (2 Family)	Residential/Suburban low density	COMMERCIAL CONCENTRATION	Outlying business/Suburban high density	BUS	Outlying business/Suburban high density	B1	Outlying business/Suburban high density
Government	Central business district	ENVIRONMENTAL PROTECTION AREA	Rural	C1	Rural	B1AA	Outlying business/Suburban high density
Industrial	Outlying business/Suburban high density	GOVERNMENT	Central business district	CHDD	Central business district	LB	Outlying business/Suburban high density
Institutional	Central business district	HEAVY INDUSTRY	Outlying business/Suburban high density	EO	Outlying business/Suburban high density	M1	Outlying business/Suburban high density
Multi-Family	Residential/Suburban low density	LIGHT INDUSTRY	Outlying business/Suburban high density	IND	Outlying business/Suburban high density	M2	Outlying business/Suburban high density
Office	Outlying business/Suburban high density	MIXED USE DEVELOPMENT	Central business district	PUD	Central business district	MU	Central business district
Public-Open Space	Rural	MULTI FAMILY RESIDENTIAL	Residential/Suburban low density	R1	Residential/Suburban low density	PL	Rural
Single Family	Residential/Suburban low density	OFFICE	Outlying business/Suburban high density	R2	Residential/Suburban low density	PLAA	Rural
Vacant	Rural	OFFICE/SERVICE	Outlying business/Suburban high density	R3	Residential/Suburban low density	PUD-C	Central business district
		OPEN SPACE/RECREATION	Rural	ROA	Residential/Suburban low density	PUD-R	Central business district
		PLANNED INDUSTRY	Outlying business/Suburban high density			R1	Residential/Suburban low density
		PRIME AGRICULTURAL	Rural			R1AA	Residential/Suburban low density
		RURAL RESIDENTIAL	Residential/Suburban low density			R2	Residential/Suburban low density
		SEMI PUBLIC	Central business district			R2AA	Residential/Suburban low density
		SUBURBAN RESIDENTIAL 1	Residential/Suburban low density			R4	Residential/Suburban low density
		SUBURBAN RESIDENTIAL 2	Residential/Suburban low density			R4AA	Residential/Suburban low density
		URBAN MIXED USE	Central business district			R5	Residential/Suburban low density
		URBAN RESIDENTIAL	Residential/Suburban low density			R5AA	Residential/Suburban low density
						R6	Residential/Suburban low density
						R8	Residential/Suburban low density
						R8AA	Residential/Suburban low density

Table 1: Land Use / Zoning Classifications (continued)

York County		City of Newport News		City of Hampton	
Actual Classification	Right of Way and Cost Estimate Classification	Actual Classification	Right of Way and Cost Estimate Classification	Actual Classification	Right of Way and Cost Estimate Classification
1	Residential/Suburban low density	C1	Outlying business/Suburban high density	R-15	Residential/Suburban low density
2	Rural	C2	Outlying business/Suburban high density	C-1	Outlying business/Suburban high density
3	Residential/Suburban low density	C2A	Outlying business/Suburban high density	C-2	Outlying business/Suburban high density
4	Residential/Suburban low density	C3	Outlying business/Suburban high density	C-3	Outlying business/Suburban high density
5	Central business district	C4	Outlying business/Suburban high density	HRCNC	Central business district
6	Central business district	C5	Outlying business/Suburban high density	M-1	Outlying business/Suburban high density
7	Central business district	M1	Outlying business/Suburban high density	M-2	Outlying business/Suburban high density
8	Outlying business/Suburban high density	M2	Outlying business/Suburban high density	M-3	Outlying business/Suburban high density
9	Rural	O1	Central business district	M-4A	Outlying business/Suburban high density
10	Outlying business/Suburban high density	O2	Central business district	M-4B	Outlying business/Suburban high density
11	Outlying business/Suburban high density	O3	Central business district	M-5A	Central business district
12	Outlying business/Suburban high density	P1	Rural	M-5B	Central business district
13	Outlying business/Suburban high density	R1	Residential/Suburban low density	M-5C	Central business district
14	Outlying business/Suburban high density	R1B	Residential/Suburban low density	M-5D	Central business district
15	Outlying business/Suburban high density	R1C	Residential/Suburban low density	MD-2	Residential/Suburban low density
16	Outlying business/Suburban high density	R2	Residential/Suburban low density	MD-3	Residential/Suburban low density
17	Outlying business/Suburban high density	R2A	Residential/Suburban low density	MD-4	Residential/Suburban low density
		R2B	Residential/Suburban low density	MD-T	Residential/Suburban low density
		R2C	Residential/Suburban low density	R-11	Residential/Suburban low density
		R3	Residential/Suburban low density	R-13	Residential/Suburban low density
		R4	Residential/Suburban low density	R-15	Residential/Suburban low density
		R5	Residential/Suburban low density	R-22	Residential/Suburban low density
		R6	Residential/Suburban low density	R-33	Residential/Suburban low density
		R7	Residential/Suburban low density	R-8	Residential/Suburban low density
		R8	Residential/Suburban low density	R-9	Residential/Suburban low density
		R9	Residential/Suburban low density	R-M	Residential/Suburban low density
				R-R	Residential/Suburban low density
				R-T	Residential/Suburban low density
				SPI-B	Central business district
				SPI-HRC	Central business district
				SPI-HRCW	Central business district
				SPI-OHB	Central business district
				SPI-OHR	Central business district
				SPI-OHW	Central business district
				SPI-PL	Central business district

- A partial acquisition occurs when a portion of a parcel is acquired and that portion does not include a primary improvement. The owner is compensated for the fair market value of the portion of their parcel and minor improvements that will be acquired. Some partial acquisitions result in uneconomic remnants of the remaining parcel.
- Residential relocations include any structure that was identified between the existing right of way line and the proposed right of way limits, and fell in the Residential/Suburban Low Density classification.
- Commercial and industrial impacts include any structure that was identified between the existing right of way line and the proposed right of way limits, and fell in the Outlying Business/Suburban High Density, and the Central Business District classification.
- Agricultural structures such as barns and out buildings include any structure identified between the existing right of way line and the proposed right of way limits, and fell in the Rural classification.
- There may be parcels which have structures which fall outside the proposed right of way limits but because of the placement of the structure on the parcel may result in a complete acquisition. This will be determined in the next phase of project development as more detailed design plans are developed.
- Individual displacements were determined using the average persons per household for each county within the respective District. For the Richmond District, the average persons per household is 2.43 and for the Hampton Roads District, the average persons per household is 2.50.

It was assumed that since the right of way would be from the back portion of each parcel along the mainline and access would not be affected, right of way negotiations would be limited to partial acquisitions and therefore no mainline impacts were considered complete acquisitions.

At the interchanges, there are areas where right of way would be needed, as well. However, there is the potential for access issues to businesses and commercial properties at the interchanges, and therefore, in order to assess a worst case scenario at this planning stage, it was determined that for those properties that are impacted, the entire property would be considered acquired. It should be noted that all of the interchange footprints are the same across all proposed Build Alternatives and therefore the impacts are also the same. However, these are conservative estimates and the actual numbers of acquisitions or relocations are expected to decrease as the project design is advanced and exact roadway right of way requirements are determined. The acreage of each type of parcel impacted at the interchanges within each District was added to the mainline right of way acreage for each type to yield a total acreage of anticipated right of way for each parcel category for each Build Alternative. **Table 3** depicts the calculation of right of way impacts for each alternative.

2. Cost

A planning level construction cost estimate for the entire project was developed using the VDOT Planning Level Costs Estimation Process. Right of way/relocation and utility costs are shown as a percentage of construction costs and were determined for each alternative using the values in **Table 2** from the VDOT Planning Level Costs Estimation Process. For example, on a project with a construction cost of \$1,000,000, the right of way/relocation and utility costs in the Richmond District would fall between 25% and 35% of that \$1,000,000, which would be between \$250,000 and \$350,000 if 100% of the right of way to be impacted was classified as Rural.

Table 3: Right of Way Calculations

		1	2	3	4	5	6	7	8	9	10										11	12	13	14	15	16	17	18	19										20	21	22	23	24	25	26	27	28
		Richmond District										Hampton Roads District									Total Project Corridor																										
		Count of Mainline Parcels	Count of Interchange Parcels	Total Count of Parcels	Count of Mainline Displacements	Count of Interchange Displacements	Total Count of Displacements	Mainline Acreage	Interchange Acreage	Total Acreage	Count of Mainline Parcels	Count of Interchange Parcels	Total Count of Parcels	Count of Mainline Displacements	Count of Interchange Displacements	Total Count of Displacements	Mainline Acreage	Interchange Acreage	Total Acreage	Count of Mainline Parcels	Count of Interchange Parcels	Total Count of Parcels	Count of Mainline Displacements	Count of Interchange Displacements	Total Count of Displacements	Mainline Acreage	Interchange Acreage	Total Acreage																			
Alternative 1A																																															
1	Rural	27	38	65	0	6	6	2.0	26.6	28.6	4	37	41	0	5	5	1.9	51.3	53.2	31	75	106	0	11	11	3.9	77.9	81.8																			
2	Residential/Suburban low density	5	130	135	0	77	77	0.1	30.0	30.1	29	254	283	9	128	137	1.2	202.9	204.1	34	384	418	9	205	214	1.3	232.9	234.2																			
3	Outlying business/Suburban high density	24	74	98	1	34	35	9.3	65.2	74.5	11	104	115	1	32	33	0.3	168.8	169.1	35	178	213	2	66	68	9.6	234.0	243.6																			
4	Central business district	4	15	19	1	2	3	6.0	24.2	30.2	3	30	33	0	9	9	0.1	31.3	31.4	7	45	52	1	11	12	6.1	55.5	61.6																			
5	Totals for Alternative 1A	60	257	317	2	119	121	17.4	146.0	163.4	47	425	472	10	174	184	3.5	454.3	457.8	107	682	789	12	293	305	20.9	600.3	621.2																			
Alternative 1B																																															
6	Rural	3	38	41	0	6	6	0.3	26.6	26.9	3	37	40	0	5	5	1.8	51.3	53.1	6	75	81	0	11	11	2.1	77.9	80.0																			
7	Residential/Suburban low density	4	130	134	0	77	77	0.1	30.0	30.1	22	254	276	7	128	135	1.2	202.9	204.1	26	384	410	7	205	212	1.3	232.9	234.2																			
8	Outlying business/Suburban high density	14	74	88	1	34	35	6.5	65.2	71.7	9	104	113	1	32	33	0.3	168.8	169.1	23	178	201	2	66	68	6.8	234.0	240.8																			
9	Central business district	3	15	18	1	2	3	6.0	24.2	30.2	3	30	33	0	9	9	0.1	31.3	31.4	6	45	51	1	11	12	6.1	55.5	61.6																			
10	Totals for Alternative 1B	24	257	281	2	119	121	12.9	146.0	158.9	37	425	462	8	174	182	3.4	454.3	457.7	61	682	743	10	293	303	16.3	600.3	616.6																			
Alternative 2A																																															
11	Rural	27	38	65	0	6	6	2.0	26.6	28.6	4	37	41	0	5	5	1.9	51.3	53.2	31	75	106	0	11	11	3.9	77.9	81.8																			
12	Residential/Suburban low density	5	130	135	0	77	77	0.1	30.0	30.1	29	254	283	9	128	137	1.2	202.9	204.1	34	384	418	9	205	214	1.3	232.9	234.2																			
13	Outlying business/Suburban high density	24	74	98	1	34	35	9.3	65.2	74.5	11	104	115	1	32	33	0.3	168.8	169.1	35	178	213	2	66	68	9.6	234.0	243.6																			
14	Central business district	4	15	19	1	2	3	6.0	24.2	30.2	3	30	33	0	9	9	0.1	31.3	31.4	7	45	52	1	11	12	6.1	55.5	61.6																			
15	Totals for Alternative 2A	60	257	317	2	119	121	17.4	146.0	163.4	47	425	472	10	174	184	3.5	454.3	457.8	107	682	789	12	293	305	20.9	600.3	621.2																			
Alternative 2B																																															
16	Rural	3	38	41	0	6	6	0.3	26.6	26.9	3	37	40	0	5	5	1.8	51.3	53.1	6	75	81	0	11	11	2.1	77.9	80.0																			
17	Residential/Suburban low density	4	130	134	0	77	77	0.1	30.0	30.1	22	254	276	7	128	135	1.2	202.9	204.1	26	384	410	7	205	212	1.3	232.9	234.2																			
18	Outlying business/Suburban high density	14	74	88	1	34	35	6.5	65.2	71.7	9	104	113	1	32	33	0.3	168.8	169.1	23	178	201	2	66	68	6.8	234.0	240.8																			
19	Central business district	3	15	18	1	2	3	6.0	24.2	30.2	3	30	33	0	9	9	0.1	31.3	31.4	6	45	51	1	11	12	6.1	55.5	61.6																			
20	Totals for Alternative 2B	24	257	281	2	119	121	12.9	146.0	158.9	37	425	462	8	174	182	3.4	454.3	457.7	61	682	743	10	293	303	16.3	600.3	616.6																			
Alternative 3																																															
21	Rural	27	38	65	0	6	6	1.4	13.5	14.9	4	37	41	0	5	5	1.9	10.5	12.4	31	75	106	0	11	11	3.3	24.0	27.3																			
22	Residential/Suburban low density	8	130	138	0	77	77	0.1	30.0	30.1	21	254	275	7	128	135	1.1	202.9	204.0	29	384	413	7	205	212	1.2	232.9	234.1																			
23	Outlying business/Suburban high density	22	74	96	1	34	35	7.7	65.2	72.9	8	104	112	0	32	32	0.1	168.6	168.7	30	178	208	1	67	67	7.8	233.8	241.6																			
24	Central business district	3	15	18	1	2	3	6.0	24.3	30.3	4	30	34	0	9	9	0.1	31.3	31.4	7	45	52	1	11	12	6.1	55.6	61.7																			
25	Totals for Alternative 3	60	257	317	2	119	121	15.2	133.0	148.2	37	425	462	7	174	181	3.2	413.3	416.5	97	682	779	9	293	302	18.4	546.3	564.7																			

Table 2: Right of Way/Relocation and Utilities Cost (% of Cost Estimate)

Classification	Richmond District		Hampton Roads District		
	Range	LOW	HIGH	LOW	HIGH
Rural		25%	35%	30%	40%
Residential/Suburban Low Density		50%	65%	55%	70%
Outlying Business/Suburban High Density		60%	100%	75%	125%
Central Business District		100%	125%	125%	150%

Using the total right of way estimates obtained for each alternative along the corridor, per District and per category, percentages of the overall total were then determined. This percentage was then multiplied by the low and high right of way/relocation and utility cost percentages of the overall construction cost and totaled for each alternative. **Table 5** depicts the calculations utilized to develop right of way and utility costs for each alternative.

No property owners were contacted about the potential displacements, which are shown in **Table 4**.

Table 4: Displacements by Type

Alternative	Land Use Type	Richmond District		Hampton Roads District		Total Project Corridor	
		Parcels	Individuals	Parcels	Individuals	Parcels	Individuals
1A/2A	Residential	77	187	137	343	214	530
	Business	38		42		80	
	Rural	6		5		11	
1B/2B	Residential	77	187	137	338	212	525
	Business	38		42		80	
	Rural	6		5		11	
3	Residential	77	187	135	338	212	525
	Business	38		41		79	
	Rural	6		5		11	

II. Existing Conditions and Potential Impacts

A. No-Build Alternative

There are 1,112 total parcels adjacent to or intersecting the existing I-64 alignment within the study area corridor, which defines the footprint of the No-Build Alternative. The No-Build Alternative would not require the acquisition of any new right of way, including lands classified as Rural, Residential/Suburban Low Density, Outlying Business/Suburban High Density and Central Business, and therefore there would be no displacement of any residential structures and no impacts to the community anticipated.

B. Alternatives 1A/2A

There are 1,211 total parcels within the study area, which includes the proposed construction footprint for Alternatives 1A/2A. A total of 789 parcels would be impacted by the proposed improvements, of those, 106 are classified as Rural, 418 are classified as Residential/Suburban Low Density, 213 are classified as Outlying Business/Suburban High Density and 52 are classified as Central Business District. Of these parcels that would be impacted by Alternatives 1A/2A, 107 parcels are along the mainline and 682 parcels are adjacent to the interchanges, as shown in **Table 3** (Row 5, Columns 20, 21 and 22).

Alternatives 1A/2A would require an estimated total of 621.2 acres. An estimated 81.8 acres of right of way from the Rural classification, 234.2 acres of right of way from the Residential/Suburban Low

Table 5: Cost Calculations

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20												
Alternative 1A										Richmond District										Hampton Roads District										Total Project Corridor		
Average Construction Estimate										\$1,274,488,405										\$2,134,207,650										\$3,408,696,055		
		Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Alternative 1A												
		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	AVERAGE										
1	Rural	25%	35%	\$318,622,101	\$446,070,942	28.6	17.5%	\$55,768,617	\$78,076,064		30%	40%	\$640,262,295	\$853,683,060	53.2	11.6%	\$74,403,569	\$99,204,759		\$130,172,187	\$177,280,824	\$153,726,505										
2	Residential/Suburban low density	50%	65%	\$637,244,203	\$828,417,463	30.1	18.4%	\$117,387,090	\$152,603,217		55%	70%	\$1,173,814,208	\$1,493,945,355	204.1	44.6%	\$523,319,091	\$666,042,479		\$640,706,181	\$818,645,696	\$729,675,938										
3	Outlying business/Suburban high density	60%	100%	\$764,693,043	\$1,274,488,405	74.5	45.6%	\$348,651,357	\$581,085,595		75%	125%	\$1,600,655,738	\$2,667,759,563	169.1	36.9%	\$591,242,650	\$985,404,417		\$939,894,007	\$1,566,490,012	\$1,253,192,009										
4	Central business district	100%	125%	\$1,274,488,405	\$1,593,110,506	30.2	18.5%	\$235,554,161	\$294,442,701		125%	150%	\$2,667,759,563	\$3,201,311,475	31.4	6.9%	\$182,978,703	\$219,574,444		\$418,532,864	\$514,017,144	\$466,275,004										
5	Totals for Alternative 1A					163.4		\$757,361,225	\$1,106,207,577						457.8		\$1,371,944,013	\$1,970,226,099		\$2,129,305,238	\$3,076,433,676	\$2,602,869,457										
Alternative 1B										Richmond District										Hampton Roads District										Total Project Corridor		
Construction Estimate										\$1,267,163,525										\$2,127,442,150										\$3,394,605,675		
		Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Alternative 1B												
		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	AVERAGE										
6	Rural	25%	35%	\$316,790,881	\$443,507,234	26.9	16.5%	\$52,152,232	\$73,013,125		30%	40%	\$638,232,645	\$850,976,860	53.1	11.6%	\$74,028,295	\$98,704,393		\$126,180,527	\$171,717,518	\$148,949,023										
7	Residential/Suburban low density	50%	65%	\$633,581,763	\$823,656,291	30.1	18.4%	\$116,712,430	\$151,726,159		55%	70%	\$1,170,093,183	\$1,489,209,505	204.1	44.6%	\$521,660,154	\$663,931,105		\$638,372,584	\$815,657,264	\$727,014,924										
8	Outlying business/Suburban high density	60%	100%	\$760,298,115	\$1,267,163,525	71.7	43.9%	\$333,619,185	\$556,031,975		75%	125%	\$1,595,581,613	\$2,659,302,688	169.1	36.9%	\$589,368,394	\$982,280,656		\$922,987,579	\$1,538,312,631	\$1,230,650,105										
9	Central business district	100%	125%	\$1,267,163,525	\$1,583,954,406	30.2	18.5%	\$234,200,358	\$292,750,447		125%	150%	\$2,659,302,688	\$3,191,163,225	31.4	6.9%	\$182,398,655	\$218,878,386		\$416,599,013	\$511,628,834	\$464,113,923										
10	Totals for Alternative 1B					158.9		\$736,684,205	\$1,073,521,706						457.7		\$1,367,455,498	\$1,963,794,541		\$2,104,139,703	\$3,037,316,247	\$2,570,727,975										
Alternative 2A										Richmond District										Hampton Roads District										Total Project Corridor		
Construction Estimate										\$1,301,255,605										\$2,170,620,450										\$3,471,876,055		
		Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Alternative 2A												
		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	AVERAGE										
11	Rural	25%	35%	\$325,313,901	\$455,439,462	28.6	17.5%	\$56,939,887	\$79,715,842		30%	40%	\$651,186,135	\$868,248,180	53.2	11.6%	\$75,673,007	\$100,897,342		\$132,612,894	\$180,613,184	\$156,613,039										
12	Residential/Suburban low density	50%	65%	\$650,627,803	\$845,816,143	30.1	18.4%	\$119,852,490	\$155,808,237		55%	70%	\$1,193,841,248	\$1,519,434,315	204.1	44.6%	\$532,247,703	\$677,406,168		\$652,100,193	\$833,214,405	\$742,657,299										
13	Outlying business/Suburban high density	60%	100%	\$780,753,363	\$1,301,255,605	74.5	45.6%	\$355,973,841	\$593,289,734		75%	125%	\$1,627,965,338	\$2,713,275,563	169.1	36.9%	\$601,330,141	\$1,002,216,902		\$957,303,982	\$1,595,506,636	\$1,276,405,309										
14	Central business district	100%	125%	\$1,301,255,605	\$1,626,569,506	30.2	18.5%	\$240,501,342	\$300,626,677		125%	150%	\$2,713,275,563	\$3,255,930,675	31.4	6.9%	\$186,100,596	\$223,320,715		\$426,601,938	\$523,947,392	\$475,274,665										
15	Totals for Alternative 2A					163.4		\$773,267,560	\$1,129,440,491						457.8		\$1,395,351,447	\$2,003,841,126		\$2,168,619,006	\$3,133,281,617	\$2,650,950,312										
Alternative 2B										Richmond District										Hampton Roads District										Total Project Corridor		
Construction Estimate										\$1,293,930,725										\$2,163,854,950										\$3,457,785,675		
		Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Alternative 2B												
		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	AVERAGE										
16	Rural	25%	35%	\$323,482,681	\$452,875,754	26.9	16.5%	\$53,253,881	\$74,555,433		30%	40%	\$649,156,485	\$865,541,980	53.1	11.6%	\$75,295,346	\$100,393,795		\$128,549,227	\$174,949,228	\$151,749,227										
17	Residential/Suburban low density	50%	65%	\$646,965,363	\$841,054,971	30.1	18.4%	\$119,177,830	\$154,931,179		55%	70%	\$1,190,120,223	\$1,514,698,465	204.1	44.6%	\$530,588,767	\$675,294,794		\$649,766,597	\$830,225,973	\$739,996,285										
18	Outlying business/Suburban high density	60%	100%	\$776,358,435	\$1,293,930,725	71.7	43.9%	\$340,666,461	\$567,777,436		75%	125%	\$1,622,891,213	\$2,704,818,688	169.1	36.9%	\$599,455,885	\$999,093,141		\$940,122,346	\$1,566,870,577	\$1,253,496,461										
19	Central business district	100%	125%	\$1,293,930,725	\$1,617,413,406	30.2	18.5%	\$239,147,539	\$298,934,424		125%	150%	\$2,704,818,688	\$3,245,782,425	31.4	6.9%	\$185,520,548	\$222,624,657		\$424,668,087	\$521,559,081	\$473,113,584										
20	Totals for Alternative 2B					158.9		\$752,245,711	\$1,096,198,472						457.7		\$1,390,860,545	\$1,997,406,387		\$2,143,106,256	\$3,093,604,859	\$2,618,355,558										
Alternative 3										Richmond District										Hampton Roads District										Total Project Corridor		
Construction Estimate										\$1,346,552,329										\$2,264,169,208										\$3,610,721,537		
		Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Percentage of Cost Estimate (according to VDOT Planning Level Cost Estimation Process)		Cost % of Cost Estimate		ROW Take Acreage within Corridor	% of Total Take	ROW Portion of Cost Estimate			Alternative 3												
		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	LOW	HIGH			LOW	HIGH		LOW	HIGH	AVERAGE										
21	Rural	25%	35%	\$336,638,082	\$471,293,315	14.9	9.1%	\$30,697,108	\$42,975,951		30%	40%	\$679,250,762	\$905,667,683	12.4	2.7%	\$18,398,229	\$24,530,973		\$49,095,337	\$67,506,924	\$58,301,130										
22	Residential/Suburban low density	50%	65%	\$673,276,165	\$875,259,014	30.1	18.4%	\$124,024,557	\$161,231,924		55%	70%	\$1,245,293,064	\$1,584,918,446	204.0	44.6%	\$554,914,341	\$706,254,615		\$678,938,897	\$867,486,539	\$773,212,718										
23	Outlying business/Suburban high density	60%	100%	\$807,931,397	\$1,346,552,329	72.9	44.6%	\$360,454,093	\$600,756,822		75%	125%	\$1,698,126,906	\$2,830,211,510	168.7	36.9%	\$625,762,361	\$1,042,937,269		\$986,216,455	\$1,643,694,091	\$1,314,955,273										
24	Central business district	100%	125%	\$1,346,552,329	\$1,683,190,411	30.3	18.5%	\$249,697,280	\$312,121,600		125%	150%	\$2,830,211,510	\$3,396,253,812	31.4	6.9%	\$194,121,104	\$232,945,325		\$443,818,384	\$545,066,925	\$494,442,655										
25	Totals for Alternative 3					148.2		\$764,873,038	\$1,117,086,297						416.5		\$1,393,196,035	\$2,006,668,182		\$2,158,069,074	\$3,123,754,479	\$2,640,911,776										

Density classification, 243.6 acres of right of way from the Outlying Business/Suburban High Density classification, and 61.6 acres of right of way from the Central Business District classification. This includes a total of 20.9 acres along the mainline and 600.3 acres adjacent to the interchanges, as shown in **Table 3** (Row 5, Columns 26, 27 and 28).

Alternatives 1A/2A would result in the acquisition of 214 residences. The majority of these acquisitions would occur at the western end and at the eastern end of the corridor, in the most densely populated areas within the study area. These displacements would impact an estimated total of 530 individuals.

Alternatives 1A/2A would affect 80 commercial or industrial structures and 11 agricultural structures.

Alternatives 1A/2A would not have any divisive social impacts, such as separating a community from community facilities. Access to community facilities, residences, and businesses along the corridor would be unaffected. The interchanges on I-64 and the roadways associated with the interchanges would remain; therefore no change in access is anticipated.

The estimated right of way and utility costs for Rural, Residential/Suburban Low Density, Outlying/Business Suburban High Density and Central Business District land in Alternatives 1A/2A are shown in **Table 6**. This is based on project construction estimates, as shown in **Table 5** (Row 1, Columns 18 and 19). The overall right of way and utility costs for the entire Alternative 1A ranges from \$2,129,305,238 to \$3,076,433,676 as shown in **Table 5** (Row 5, Columns 18, 19 and 20), and for Alternative 2A ranges from \$2,168,619,006 to \$3,133,281,617 as shown in **Table 5** (Row 15, Columns 18, 19 and 20).

C. Alternatives 1B/2B

There are 1,211 total parcels within the study area, which includes the proposed construction footprint for Alternatives 1B/2B. A total of 743 parcels would be impacted by the proposed improvements, of those, 81 are classified as Rural, 410 are classified as Residential/Suburban Low Density, 201 are classified as Outlying Business/Suburban High Density and 51 are classified as Central Business District. Of these parcels that would be impacted by Alternatives 1B/2B, 61 parcels are along the mainline and 682 parcels are adjacent to the interchanges, as shown in **Table 3** (Row 10, Columns 20, 21 and 22).

Alternatives 1B/2B would require an estimated total of 616.6 acres. An estimated 80.0 acres of right of way from the Rural classification, 234.2 acres of right of way from the Residential/Suburban Low Density classification, 240.8 acres of right of way from the Outlying Business/Suburban High Density classification, and 61.6 acres of right of way from the Central Business District classification. This includes a total of 16.3 acres along the mainline and 600.3 acres adjacent to the interchanges, as shown in **Table 3** (Row 10, Columns 26, 27 and 28).

Alternatives 1B/2B would result in the acquisition of 212 residences. The majority of these acquisitions would occur at the western end and at the eastern end of the corridor, in the most densely populated areas within the study area. These displacements would impact an estimated total of 525 individuals.

Alternatives 1B/2B would affect 80 commercial or industrial structures and 11 agricultural structures.

Alternatives 1B/2B would not have any divisive social impacts, such as separating a community from community facilities. Access to community facilities, residences, and businesses along the corridor would be unaffected. The interchanges on I-64 and the roadways associated with the interchanges would remain; therefore no change in access is anticipated.

Table 6: Potential Right of Way Impacts for Alternatives 1A/2A

Classification	Number of Parcels	Acres	Alternative 1A		Alternative 2A	
			Right of Way and Utility Costs		Right of Way and Utility Costs	
			Low	High	Low	High
Rural	106	81.8	\$130,172,187	\$177,280,824	\$132,612,894	\$180,613,184
Residential/Suburban Low Density	418	234.2	\$640,706,181	\$818,645,696	\$752,100,193	\$833,214,405
Outlying Business/Suburban High Density	213	243.6	\$939,894,007	\$1,566,490,012	\$957,303,982	\$1,595,506,636
Central Business District	52	61.6	\$418,532,864	\$514,017,144	\$426,601,938	\$523,947,392
Total Adjacent to Mainline	107	20.9	NA	NA	NA	NA
Total Adjacent to Interchanges	682	600.3	NA	NA	NA	NA
Total Right of Way and Utility Impacts & Cost for Alternatives 1A/2A	789	621.2	\$2,129,305,238	\$3,076,433,676	\$2,168,619,006	\$3,133,281,617

The estimated right of way and utility costs for Rural, Residential/Suburban Low Density, Outlying/Business Suburban High Density and Central Business District land in Alternatives 1B/2B are shown in **Table 7**. This is based on project construction estimates, as shown in **Table 5** (Row 1, Columns 18 and 19). The overall right of way and utility costs for the entire Alternatives 1B ranges from \$2,104,139,703 to \$3,037,316,247, as shown in **Table 5** (Row 10, Columns 18, 19 and 20), and Alternative 2B ranges from \$2,143,106,256 to \$3,093,604,859, as shown in **Table 5** (Row 20, Columns 18, 19 and 20).

D. Alternative 3

There are 1,211 total parcels within the study area, which includes the proposed construction footprint for Alternative 3. A total of 779 parcels would be impacted by the proposed improvements, of those, 106 are classified as Rural, 413 are classified as Residential/Suburban Low Density, 208 are classified as Outlying Business/Suburban High Density and 52 are classified as Central Business District. Of these parcels to be impacted by Alternative 3, 97 parcels are along the mainline and 682 parcels are adjacent to the interchanges, as shown in **Table 3** (Row 25, Columns 20, 21 and 22).

Alternative 3 would require an estimated total of 564.7 acres. An estimated 27.3 acres of right of way from the Rural classification, 234.1 acres of right of way from the Residential/Suburban Low Density classification, 241.6 acres of right of way from the Outlying Business/Suburban High Density classification, and 61.7 acres of right of way from the Central Business District classification. This includes a total of 18.4 acres along the mainline and 546.3 acres adjacent to the interchanges, as shown in **Table 3** (Row 25, Columns 26, 27 and 28).

Alternative 3 would result in the acquisition of 212 residences. The majority of these acquisitions would occur at the western end and at the eastern end of the corridor, in the most densely populated areas within the study area. These displacements would impact an estimated total of 525 individuals.

Alternative 3 would affect 79 commercial or industrial structures, 11 agricultural structures (barns, etc.).

Alternative 3 would not have any divisive social impacts, such as separating a community from community facilities. Access to community facilities, residences, and businesses along the corridor would be unaffected. The interchanges on I-64 and the roadways associated with the interchanges would remain; therefore no change in access is anticipated.

The estimated right of way and utility costs for Rural, Residential/Suburban Low Density, Outlying/Business Suburban High Density and Central Business District land in Alternative 3 is shown in **Table 8**. This is based on project construction estimates, as shown in **Table 5** (Row 1, Columns 18 and 19). The overall right of way and utility costs for the entire Alternative 3 ranges from \$2,158,069,074 to \$3,123,754,479, as shown in **Table 5** (Row 25, Columns 18, 19 and 20).

Table 7: Potential Right of Way Impacts for Alternatives 1B/2B

Classification	Number of Parcels	Acres	Alternative 1B		Alternative 2B	
			Right of Way and Utility Costs		Right of Way and Utility Costs	
			Low	High	Low	High
Rural	81	80.0	\$126,180,527	\$171,717,518	\$128,549,227	\$174,949,228
Residential/Suburban Low Density	410	234.2	\$638,372,548	\$815, 657,264	\$649,766,597	\$830,225,973
Outlying Business/Suburban High Density	201	240.8	\$922,987,579	\$1,538,312,631	\$940,122,346	\$1,566,870,577
Central Business District	51	61.6	\$416,599,013	\$511,628,834	\$424,668,087	\$521,559,081
Total Adjacent to Mainline	61	16.3	NA	NA	NA	NA
Total Adjacent to Interchanges	682	600.3	NA	NA	NA	NA
Total Right of Way and Utility Impacts & Cost for Alternatives 1B/2B	743	616.6	\$2,104,139,703	\$3,037,316,247	\$2,143,106,256	\$3,093,604,859

Table 8: Potential Right of Way Impacts for Alternative 3

Classification	Number of Parcels	Acres	Right of Way and Utility Costs	
			Low	High
Rural	106	27.3	\$49,095,337	\$67,506,924
Residential/Suburban Low Density	413	234.1	\$678,938,897	\$867,486,539
Outlying Business/Suburban High Density	208	241.6	\$986,216,455	\$1,643,694,091
Central Business District	52	61.7	\$443,818,384	\$545,066,925
Total Adjacent to Mainline	97	NA	NA	NA
Total Adjacent to Interchanges	682	NA	NA	NA
Total Right of Way and Utility Impacts & Cost for Alternative 3	779	564.7	\$2,158,069,074	\$3,123,754,479

III. Relocation Assumptions and Plan

The acquisition of property and the relocation of residents, businesses, farms, and non-profit organizations, if needed, will be conducted in accordance with all applicable Federal laws, regulations and requirements, including but not limited to, 23 CFR Part 710, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and its implementing regulations found in 49 CFR Part 24. All persons displaced on Federally-assisted projects will be treated fairly, consistently, and equitably so that they do not suffer disproportionate injuries as a result of projects that are designed for the benefit of the public as a whole. Relocation resources will be available to all residential and business relocatees without discrimination.

Due to the preliminary nature of the study, individual households and businesses were not contacted regarding potential displacements; therefore, it was not feasible to determine the specific relocation needs of each potential displacement. Relocation costs were estimated as a percentage of the construction cost estimate using VDOT Planning Level Costs Estimation Process and are included as part of the right of way and utility costs.

The project would not have a disproportionate negative impact on low-income or minority populations, and there is not a disproportionately high concentration of low-income or minority populations in the study area. The elderly population would not be disproportionately impacted in the long term; however, additional assistance may be necessary to provide for the relocation of elderly persons because of the potential physical limitations.

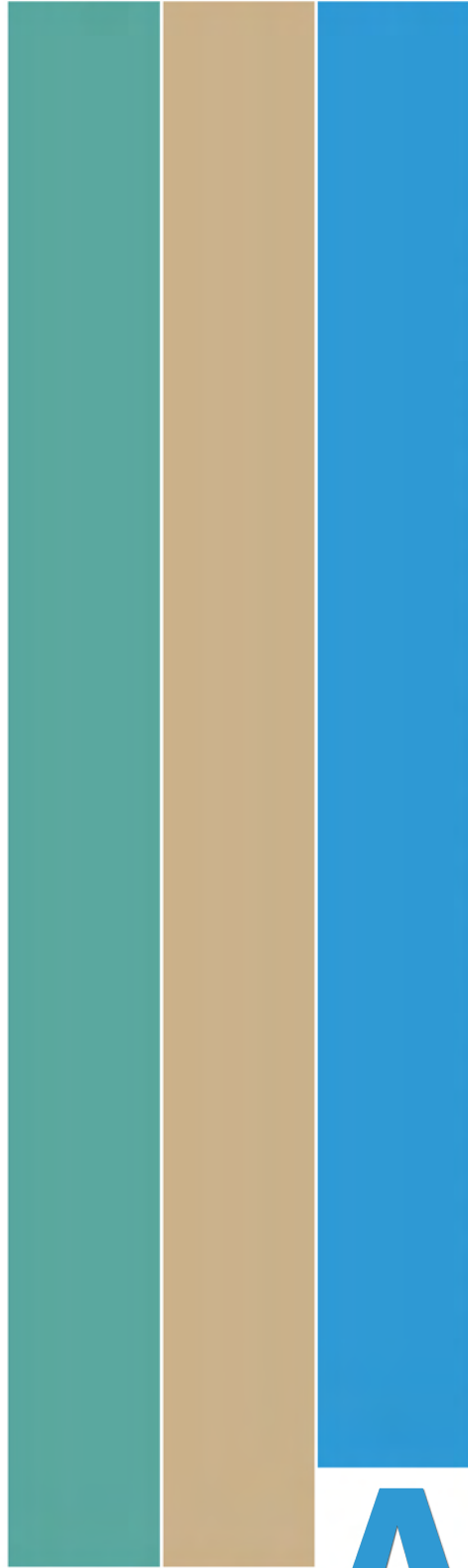
Sufficient properties exist on the market, according to the Multiple Listing Service, in various price ranges. Finding adequate replacement housing for the residential relocations would be possible as there is adequate housing available for each of the affected properties in the localities along the corridor. The businesses that would be relocated at the interchanges would also be able to find adequate replacement facilities in the region. Individuals and businesses in need of special relocation assistance may request such services. Specific impacts and relocation needs would be identified during final design. VDOT's Right of Way Specialists will see that the proper steps are taken to assess and negotiate impacts at that time.

A. Utility Relocation Cost Assumptions

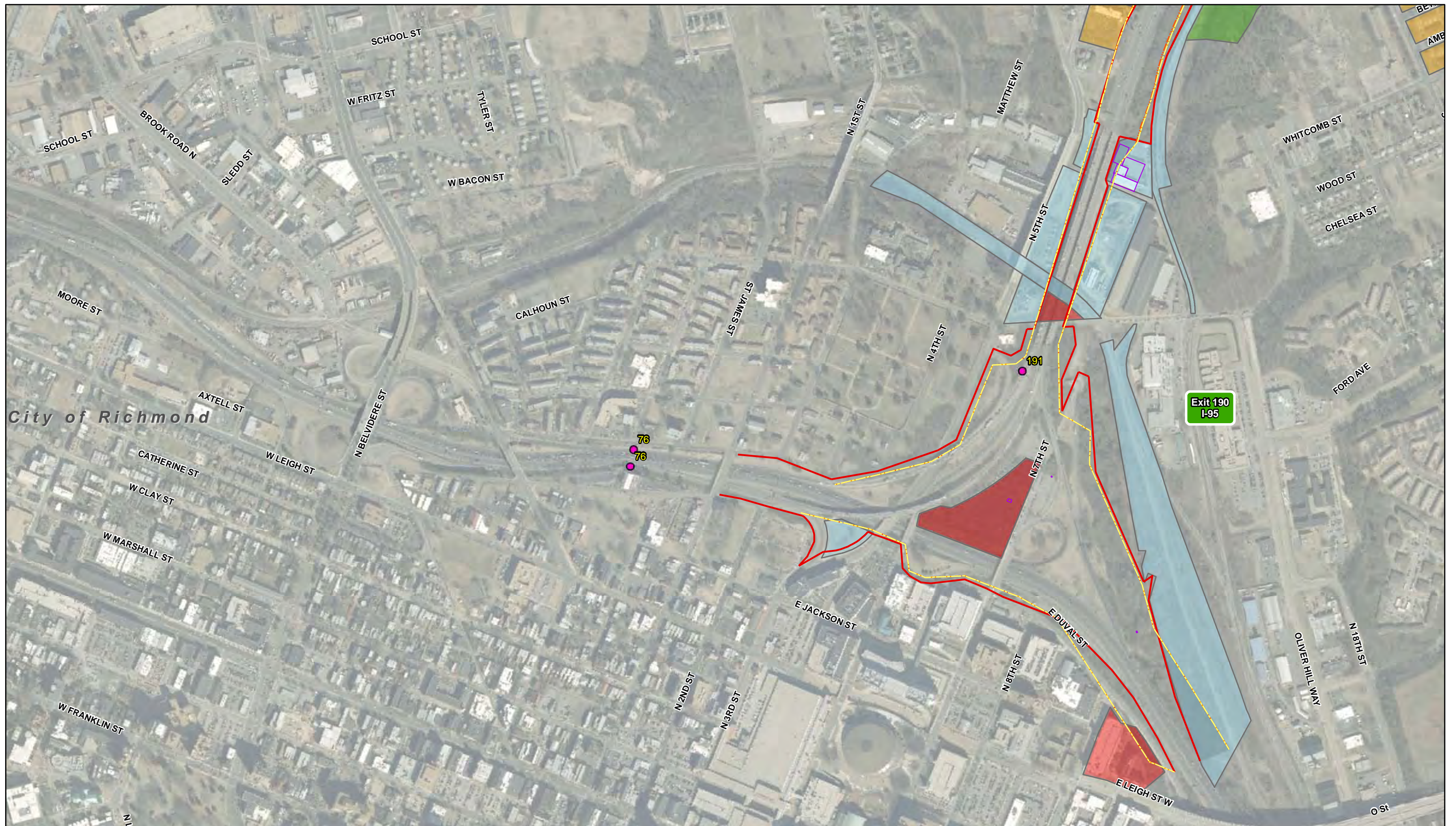
Utility costs were estimated as a percentage of the construction cost estimate using VDOT Planning Level Costs Estimation Process. Based on this methodology, it is not reasonable to disaggregate utility relocation cost below the corridor level. Utility costs include basic utilities such as telephone, water, natural gas distribution and electric power distribution.

B. Tax Base Assumptions and Revenue Impacts

All of the proposed Build Alternatives would not have a major impact on the distribution of industries and businesses located within the corridor. Some property tax revenues would be lost due to direct property acquisitions; however, these property effects will be avoided and minimized to the greatest extent possible. Therefore, all of the Build Alternatives are expected to have a negligible effect on property tax revenues on both the state and local level.



Potential Parcels to be Impacted by Project's Proposed Build Alternatives



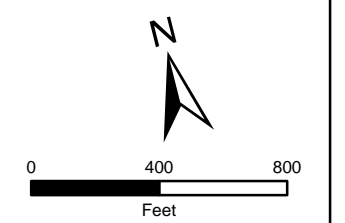
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

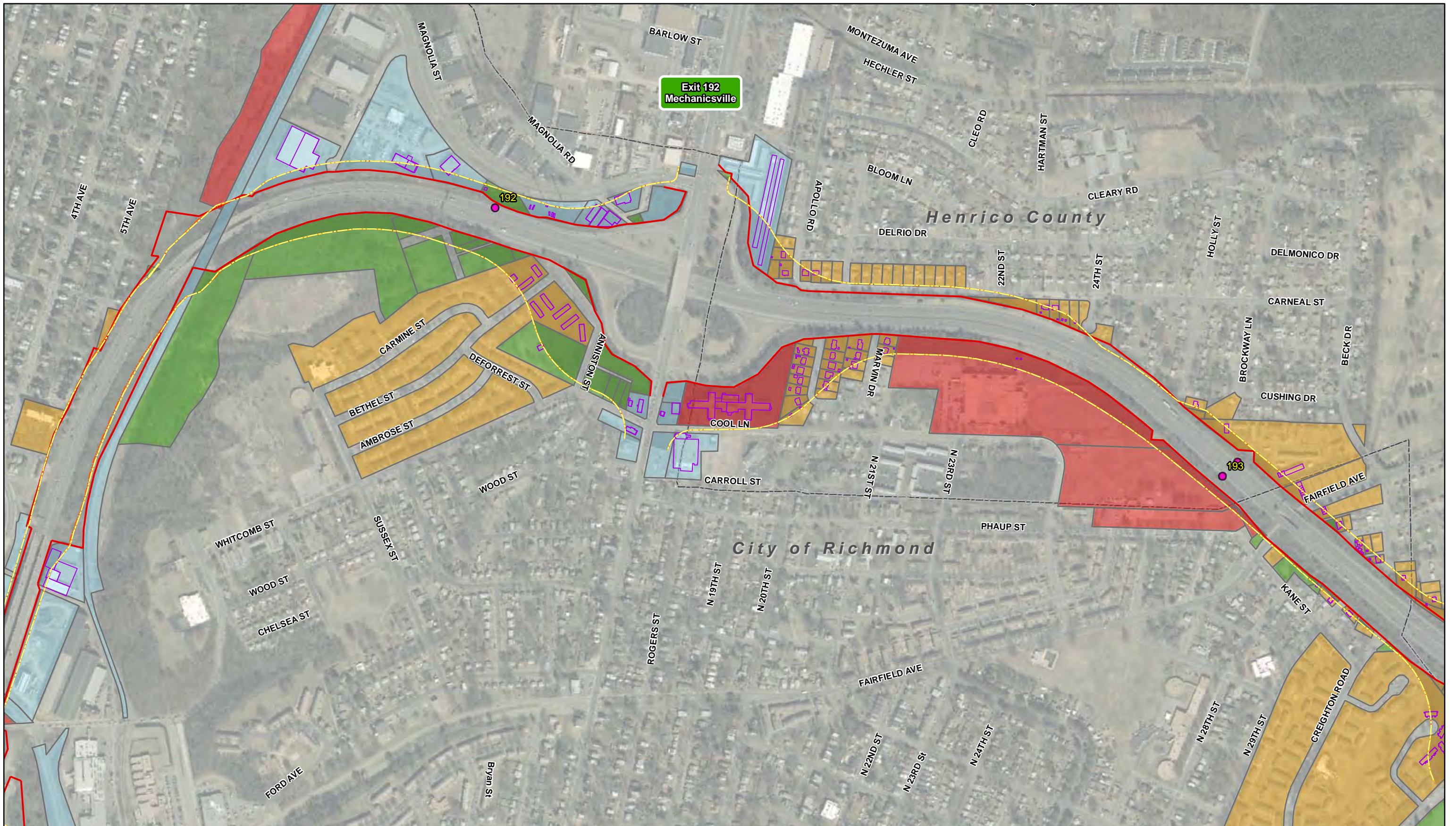
- Jurisdiction
- Impacted Structures


- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 1 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009







- ▬ Existing Right of Way
- - - Limits of Alternative 1A/2A Footprint
- - - Limits of Alternative 1B/2B Footprint
- - - Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

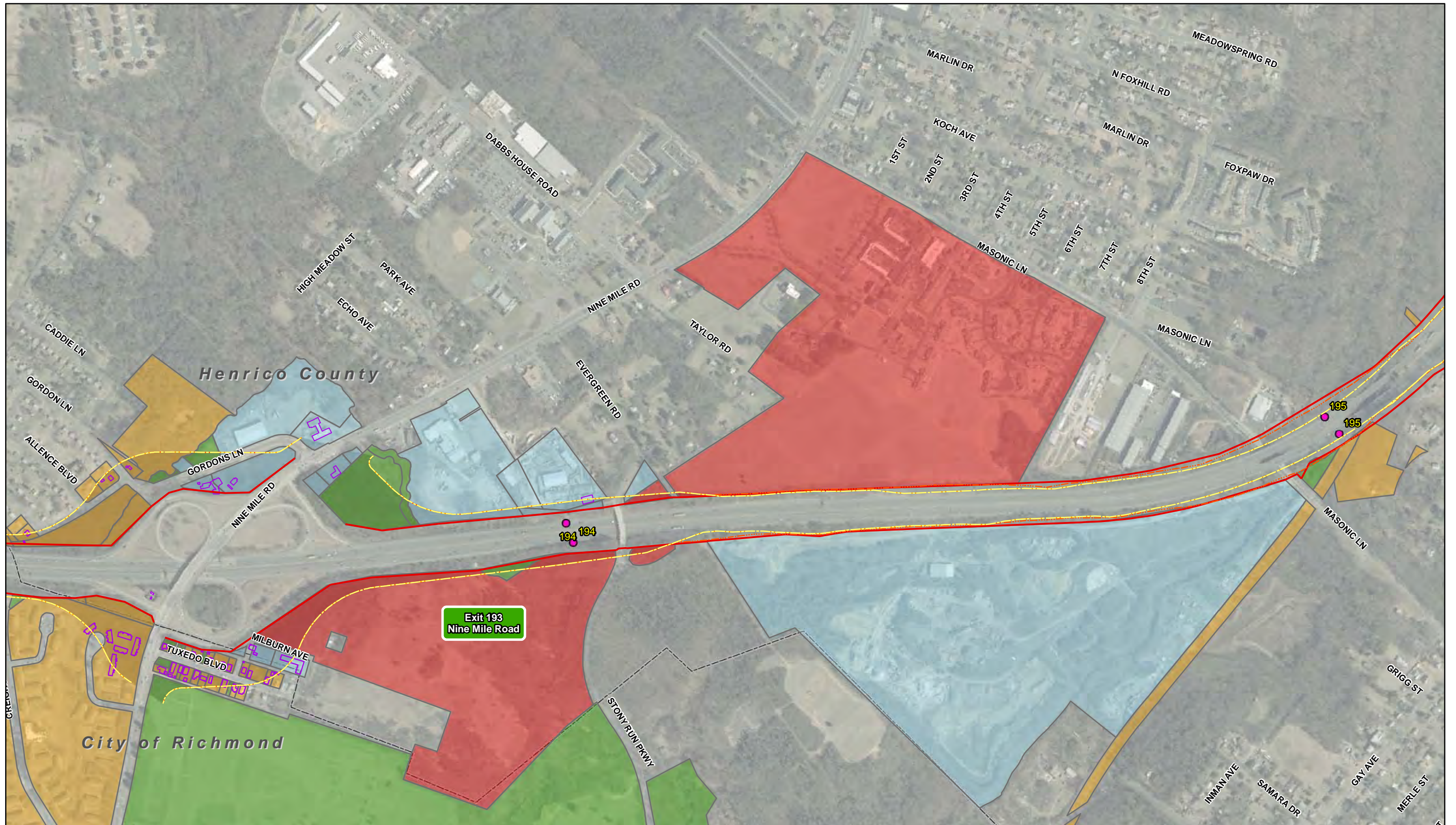
- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural


Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 2 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009







- ▬ Existing Right of Way
- ▬ Limits of Alternative 1A/2A Footprint
- ▬ Limits of Alternative 1B/2B Footprint
- ▬ Limits of Alternative 3 Footprint


- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 3 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009
















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Feet





 Existing Right of Way	 Jurisdiction
 Limits of Alternative 1A/2A Footprint	 Impacted Structures
 Limits of Alternative 1B/2B Footprint	
 Limits of Alternative 3 Footprint	

Potentially Impacted Parcels

 Central business district
 Outlying business/Suburban high density
 Residential/Suburban low density
 Rural

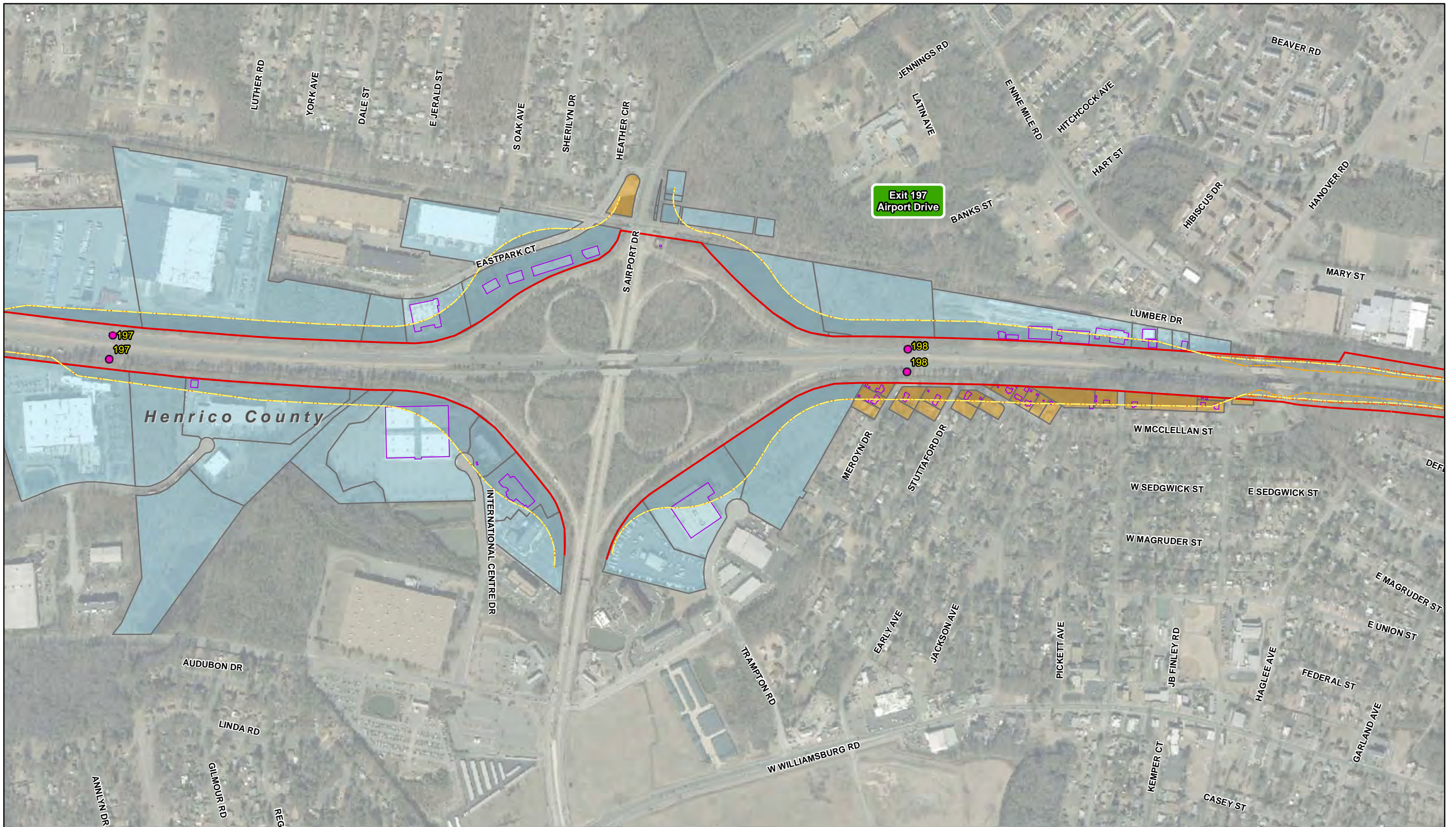
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 4 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





 Feet





INTERSTATE 64 PENINSULA STUDY

- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

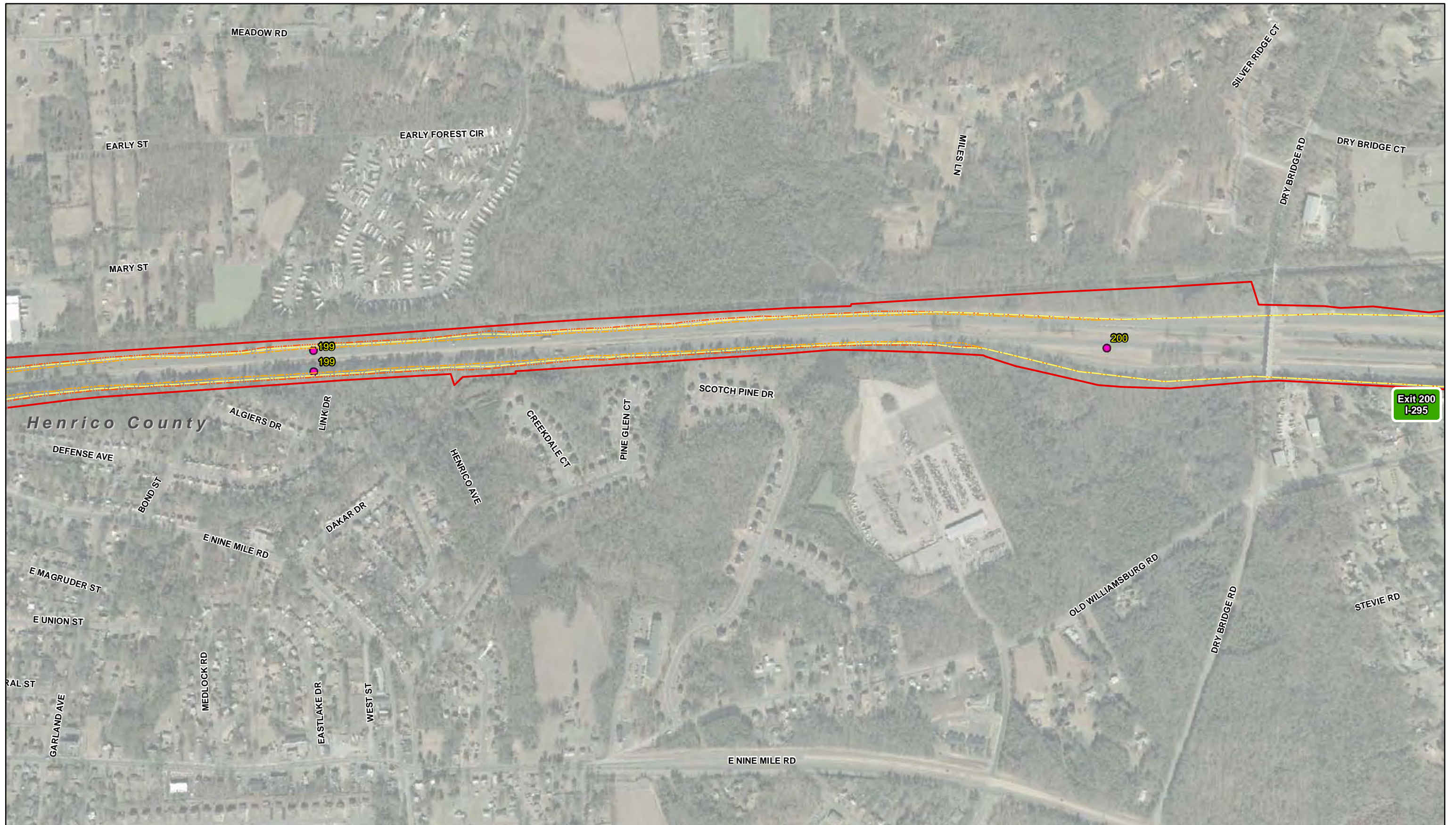
Map 5 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 6 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






0 400 800
Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 7 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 8 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 9 of 43

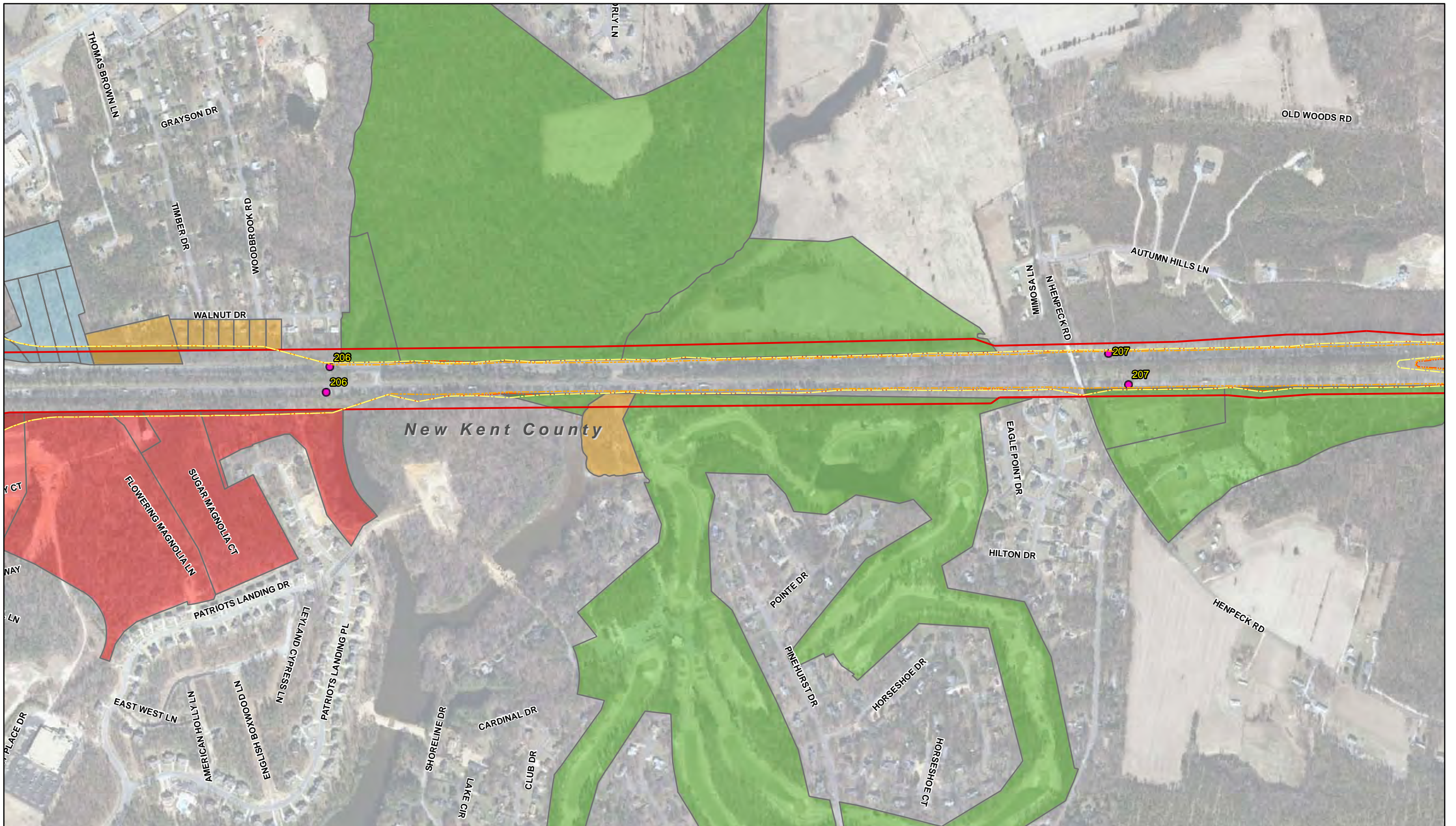
Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009




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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

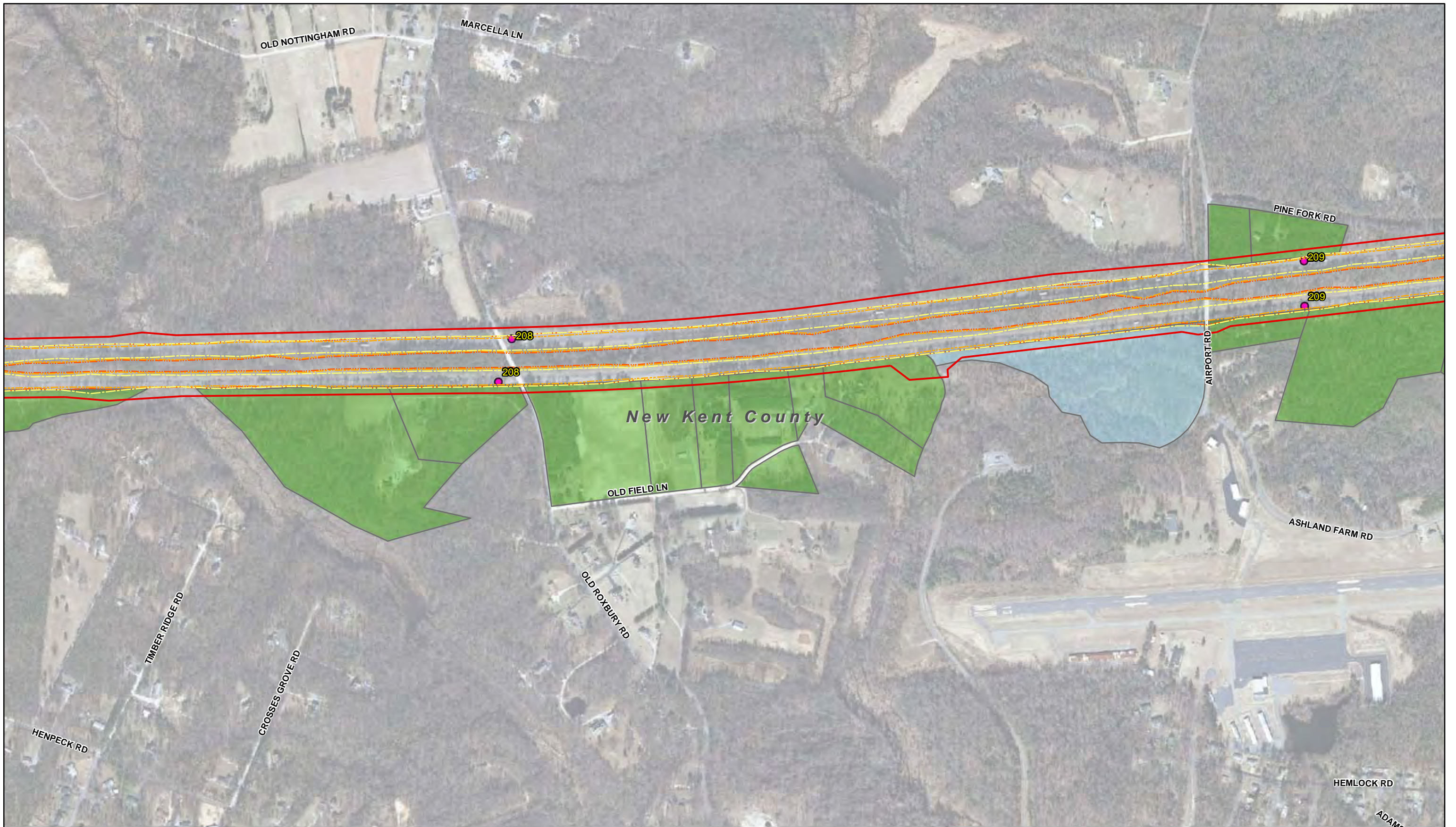
Map 10 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
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 Aerial imagery courtesy of VGIN 2009






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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 11 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






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Feet





INTERSTATE 64 PENINSULA STUDY

- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 12 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009

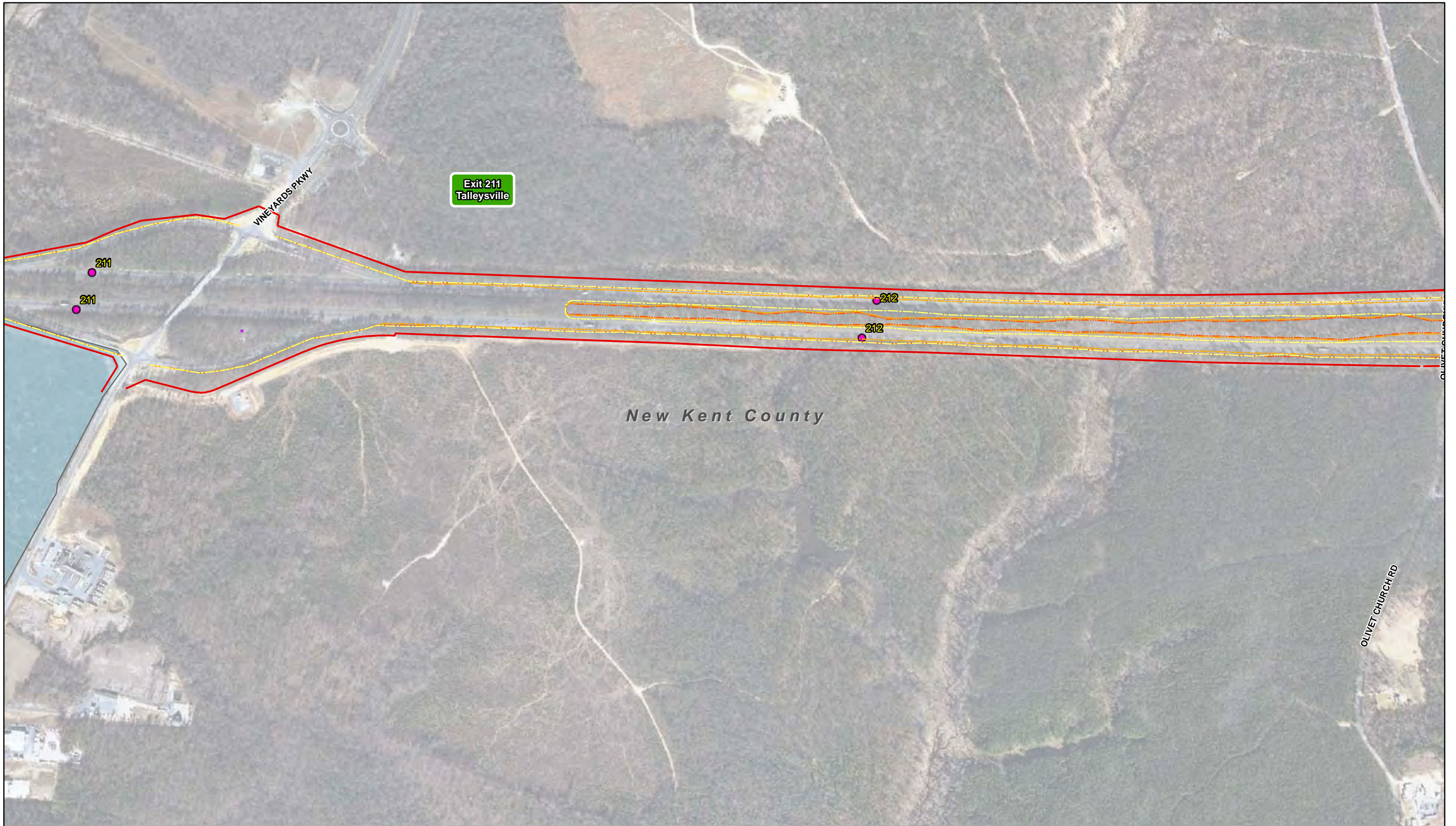





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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

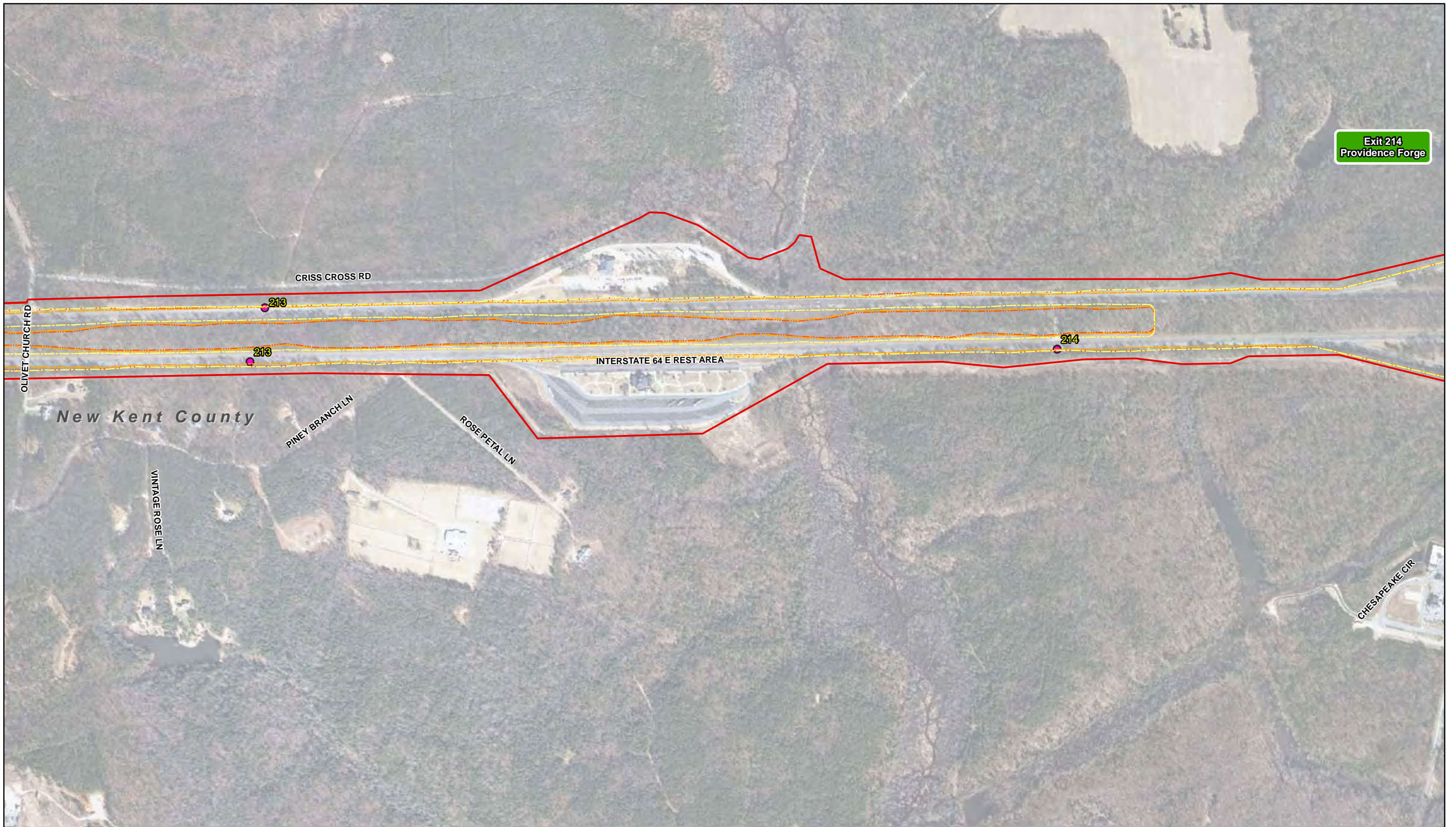
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 13 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






 Feet



Exit 214
Providence Forge



- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint


- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

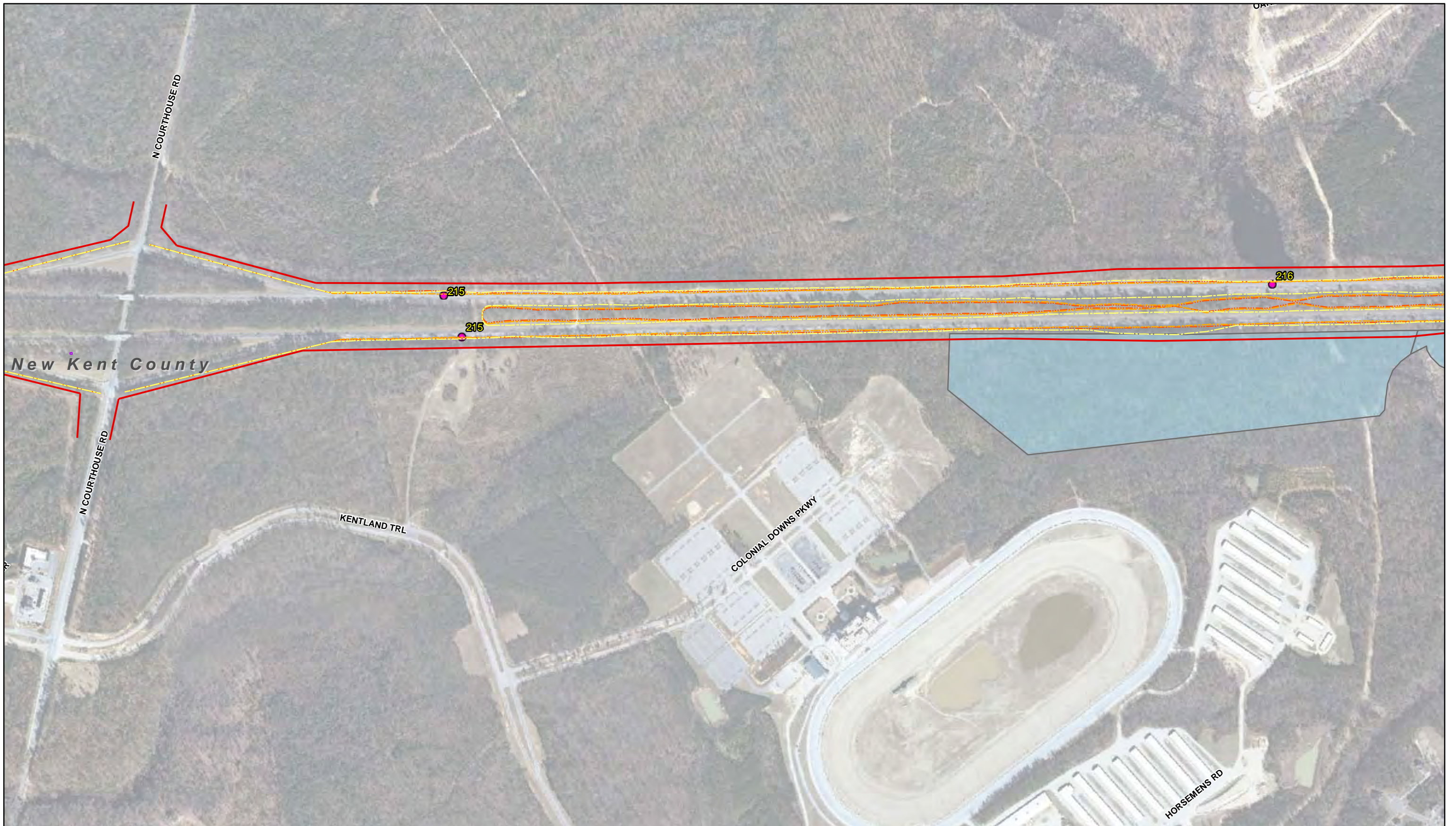
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 14 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
New Kent County parcel data not rectified with orthophotography
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Aerial imagery courtesy of VGIN 2009






0 400 800
Feet



- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

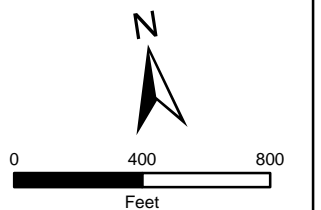
- Jurisdiction
- Impacted Structures

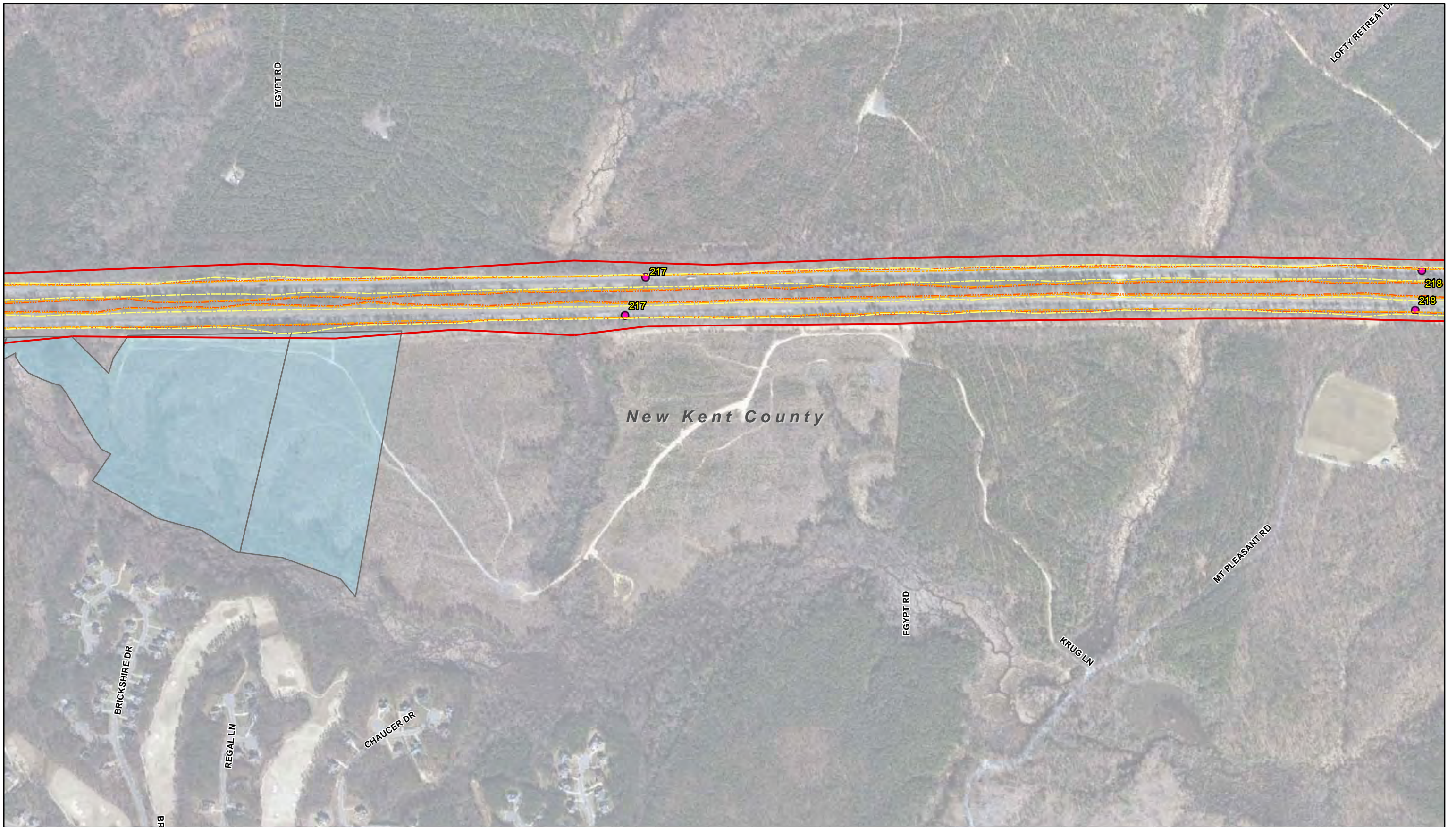
Potentially Impacted Parcels


- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 15 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009







- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

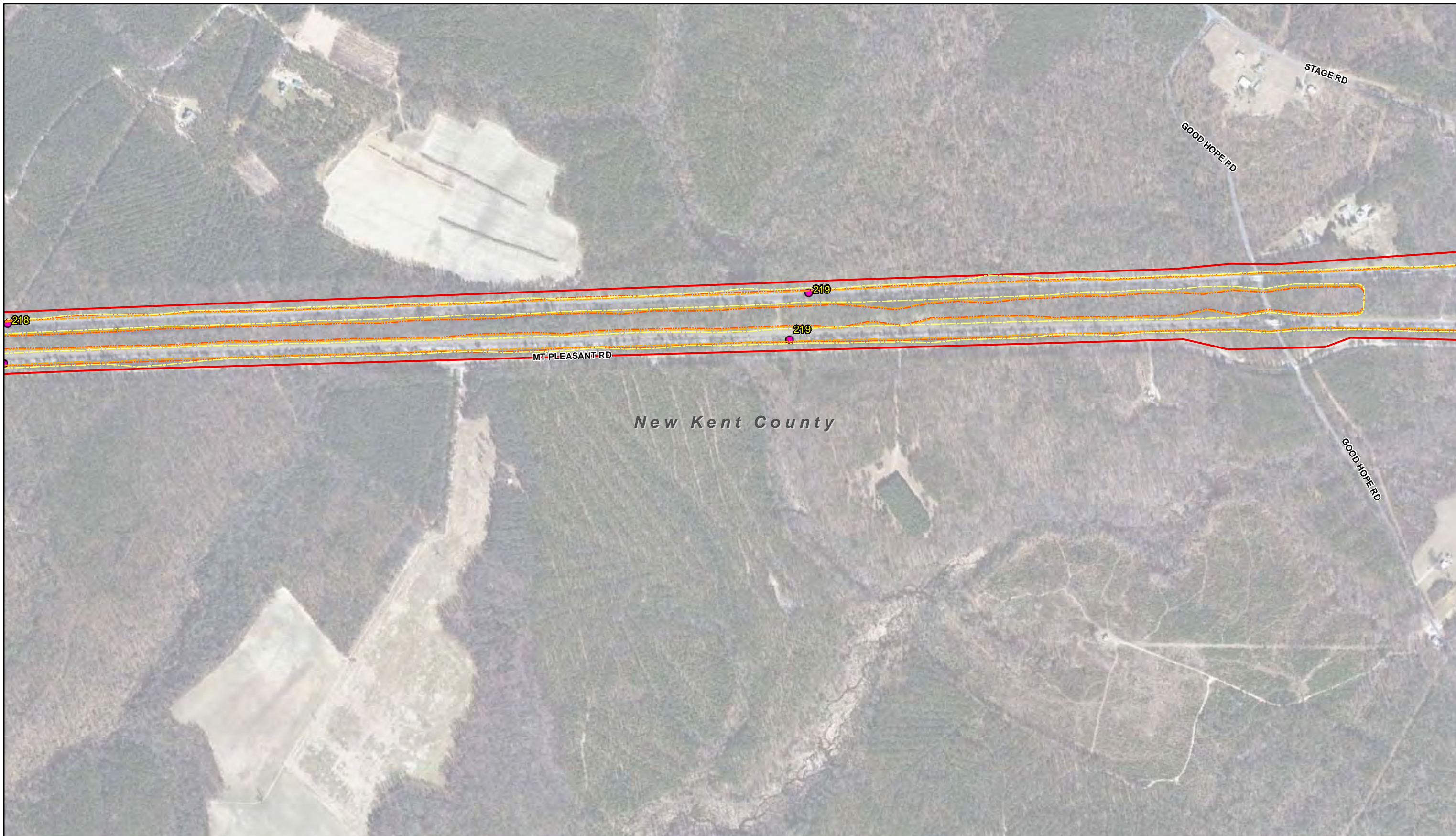
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 16 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





 Feet



- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

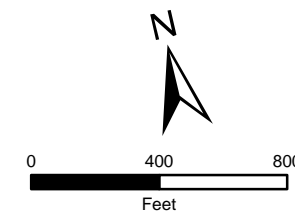
- Jurisdiction
- Impacted Structures

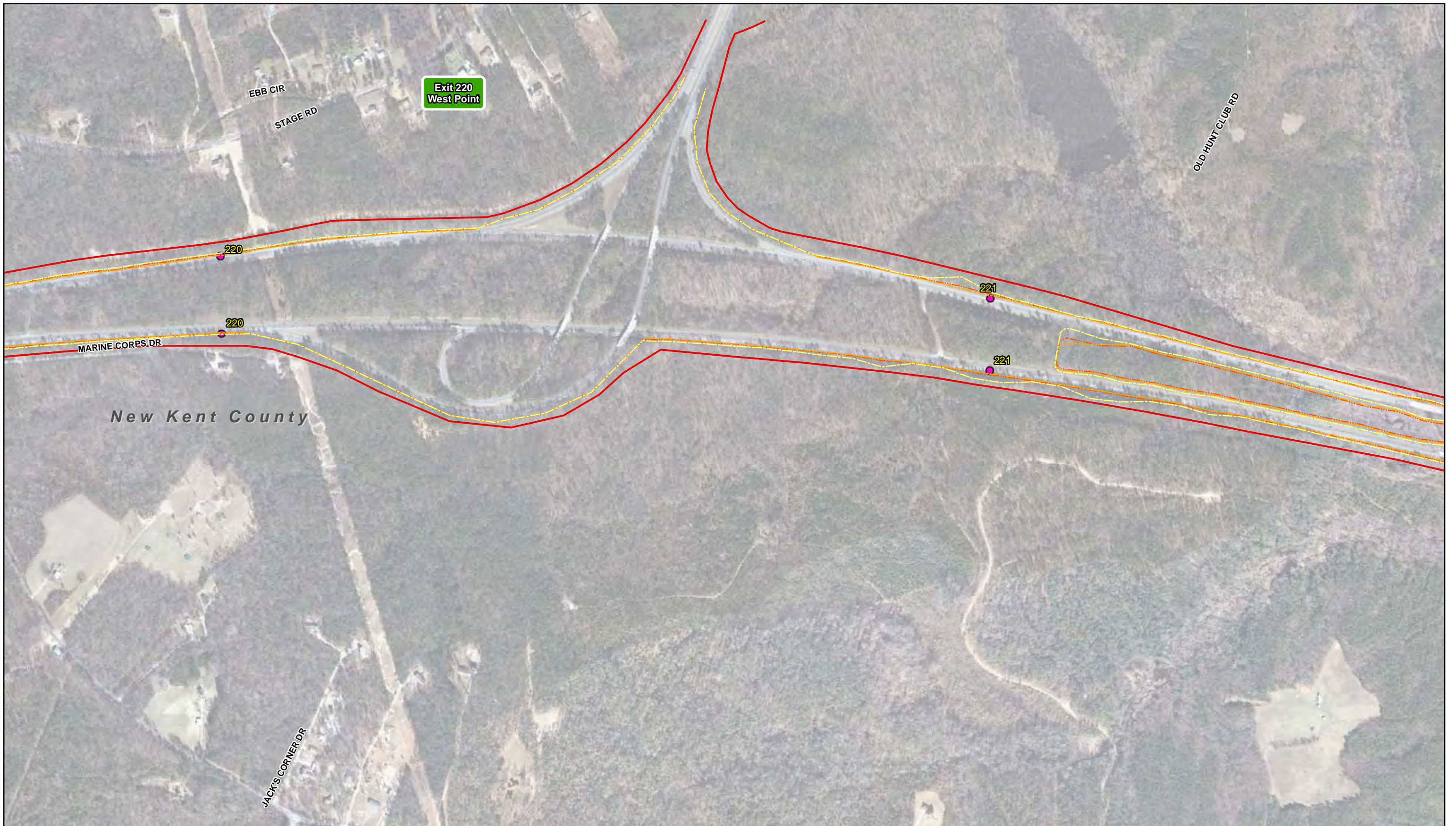
Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 17 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009





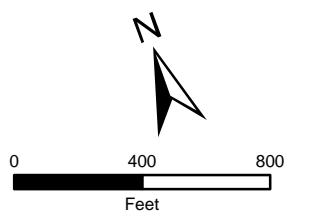
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

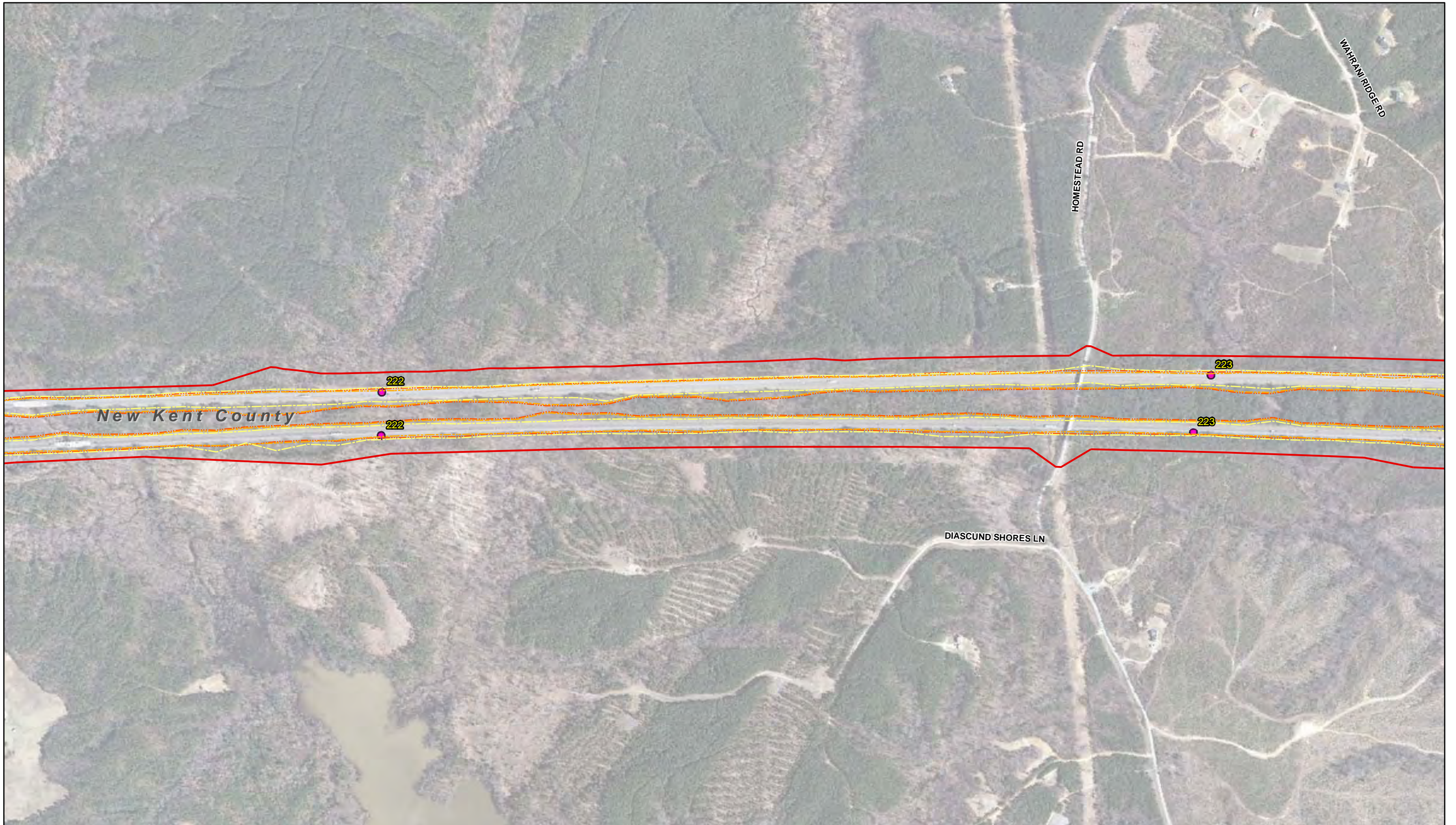
- Jurisdiction
- Impacted Structures

- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 18 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009





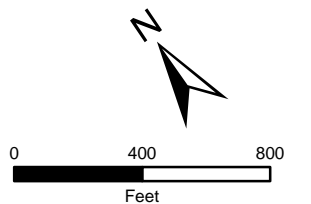
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

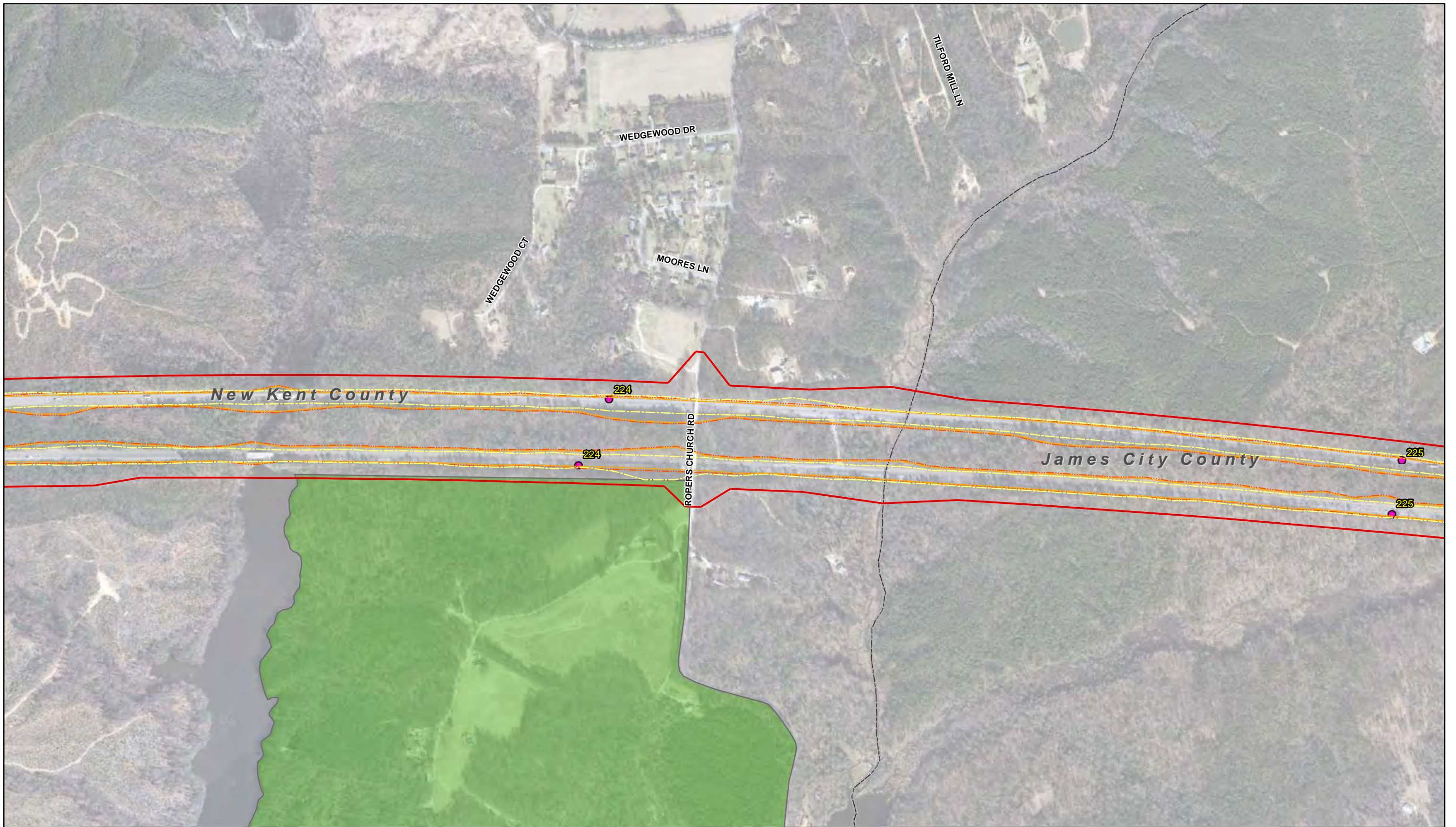
- Jurisdiction
- Impacted Structures

- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 19 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
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 Aerial imagery courtesy of VGIN 2009





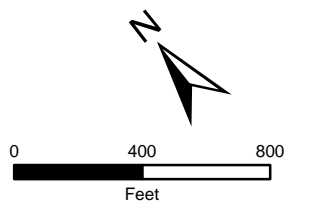
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

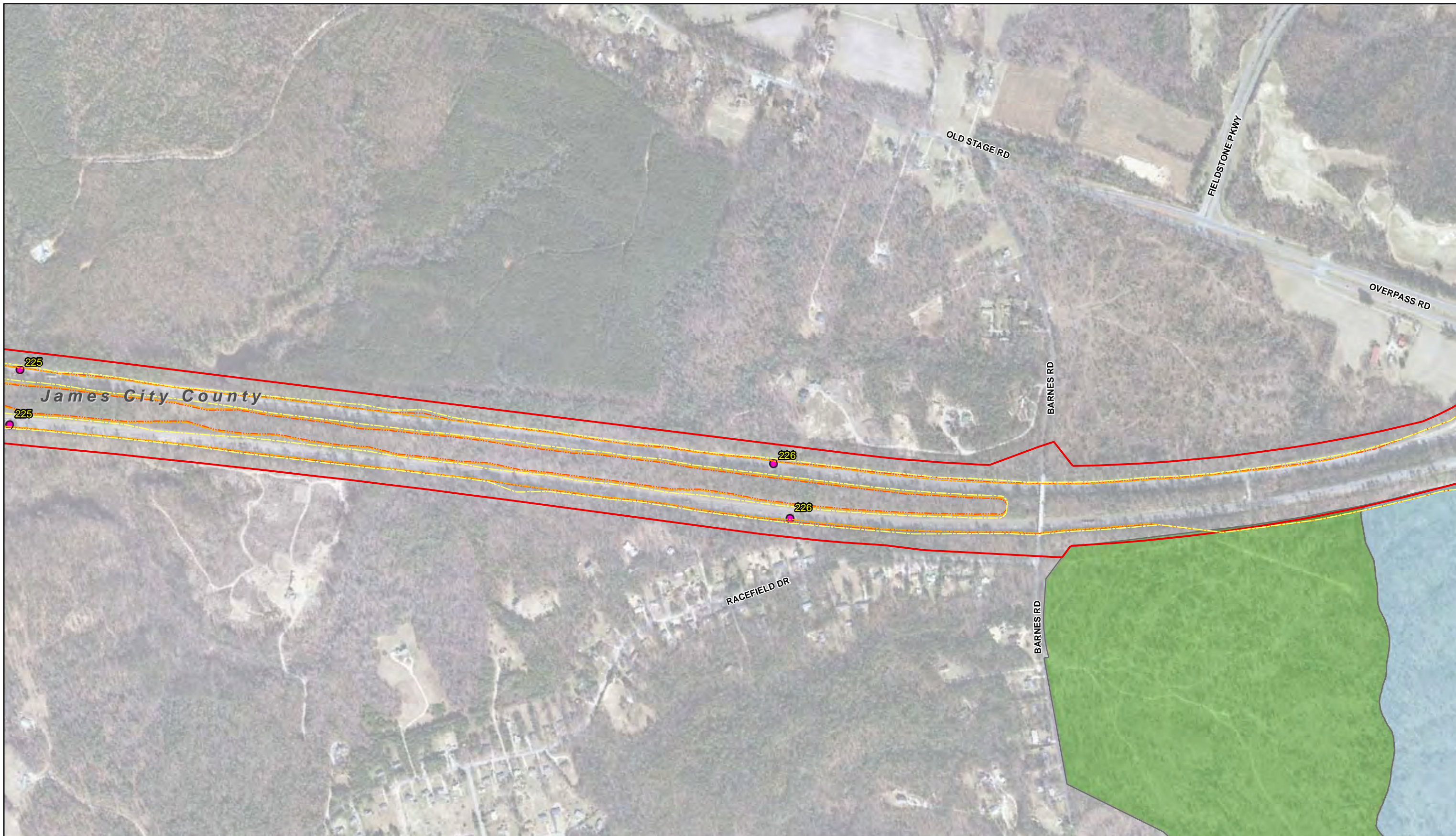
- Jurisdiction
- Impacted Structures

- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 20 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





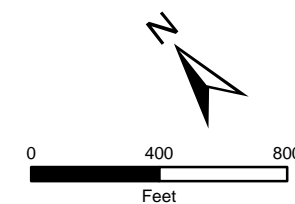
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

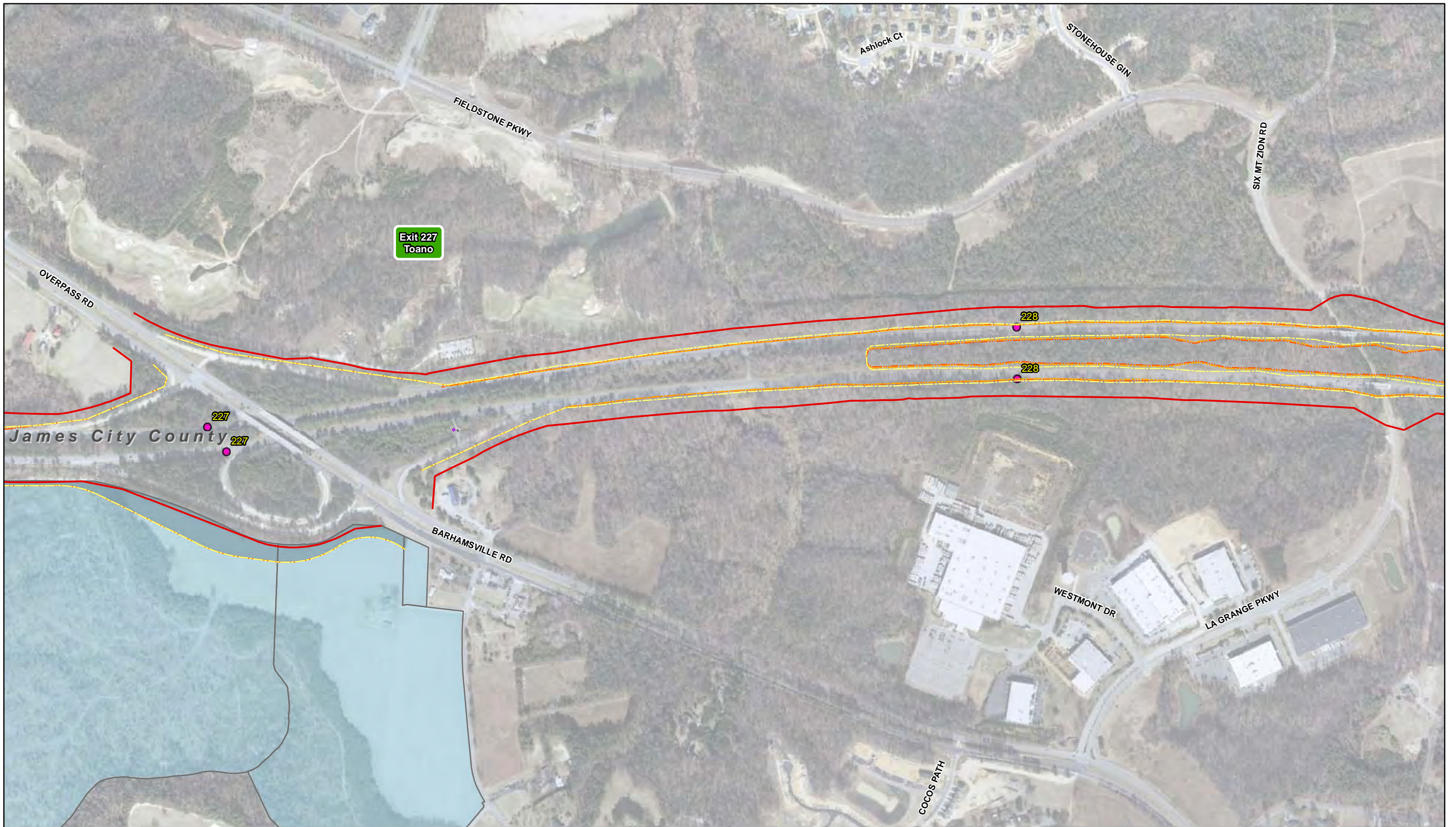
- Jurisdiction
- Impacted Structures


- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 21 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009







- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

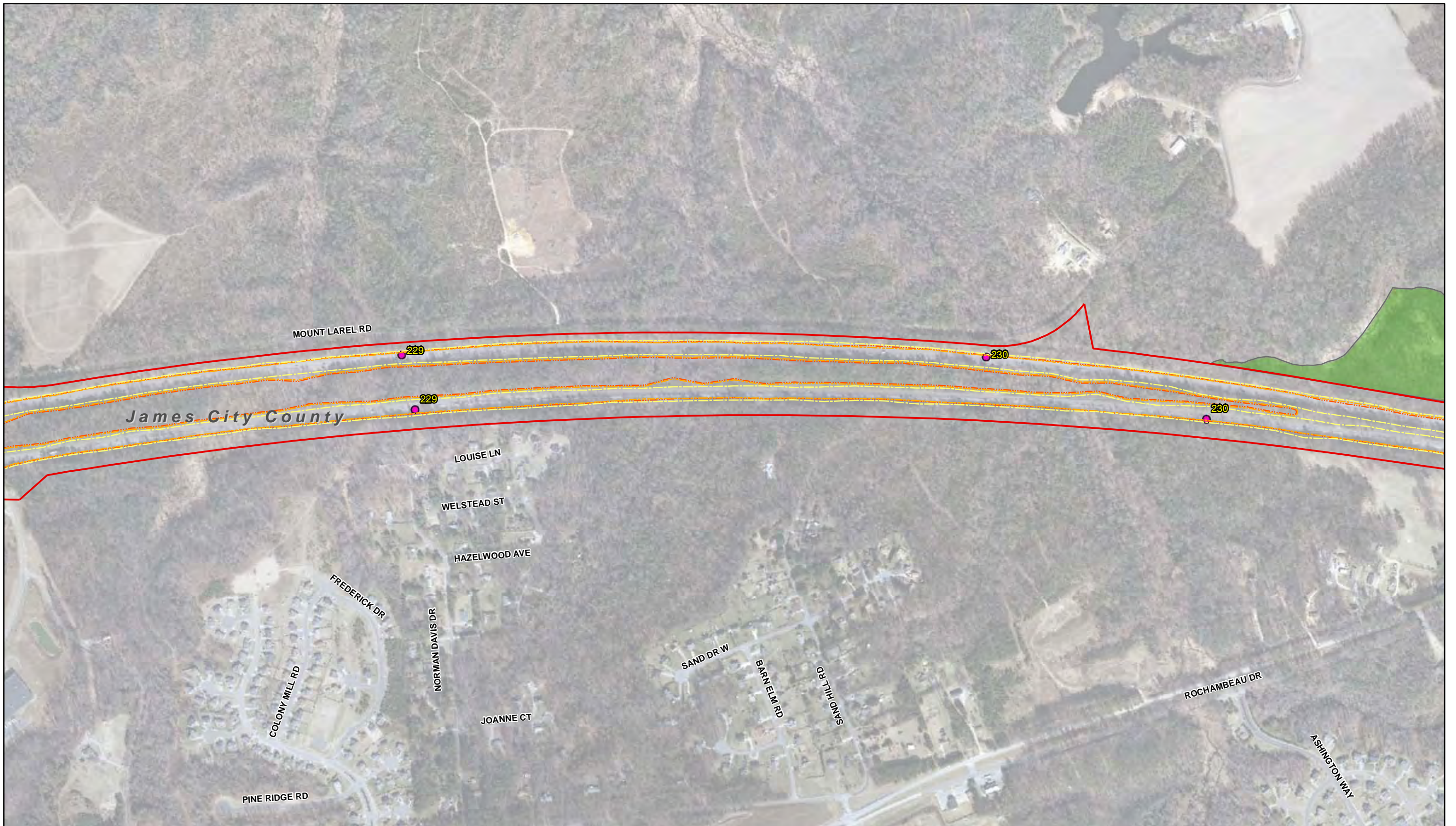
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 22 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





 Feet



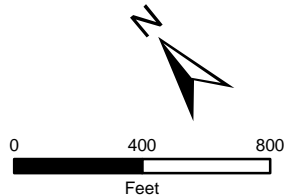
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

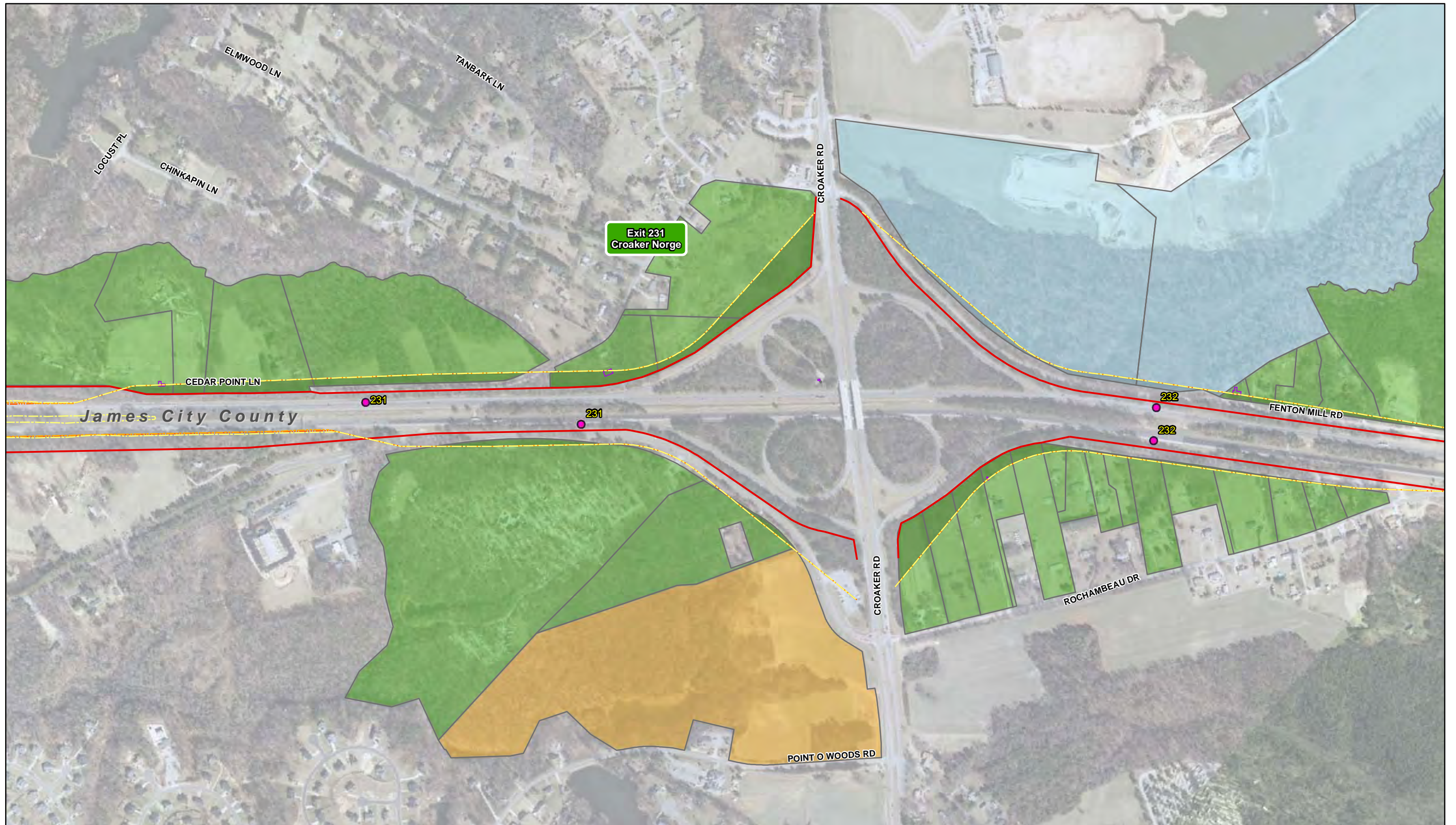
- Jurisdiction
- Impacted Structures


- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 23 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009







INTERSTATE 64 PENINSULA STUDY

- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint


- Jurisdiction
- Impacted Structures


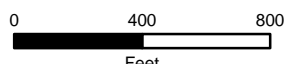
Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 24 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009



0 400 800
Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 25 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






0 400 800
Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

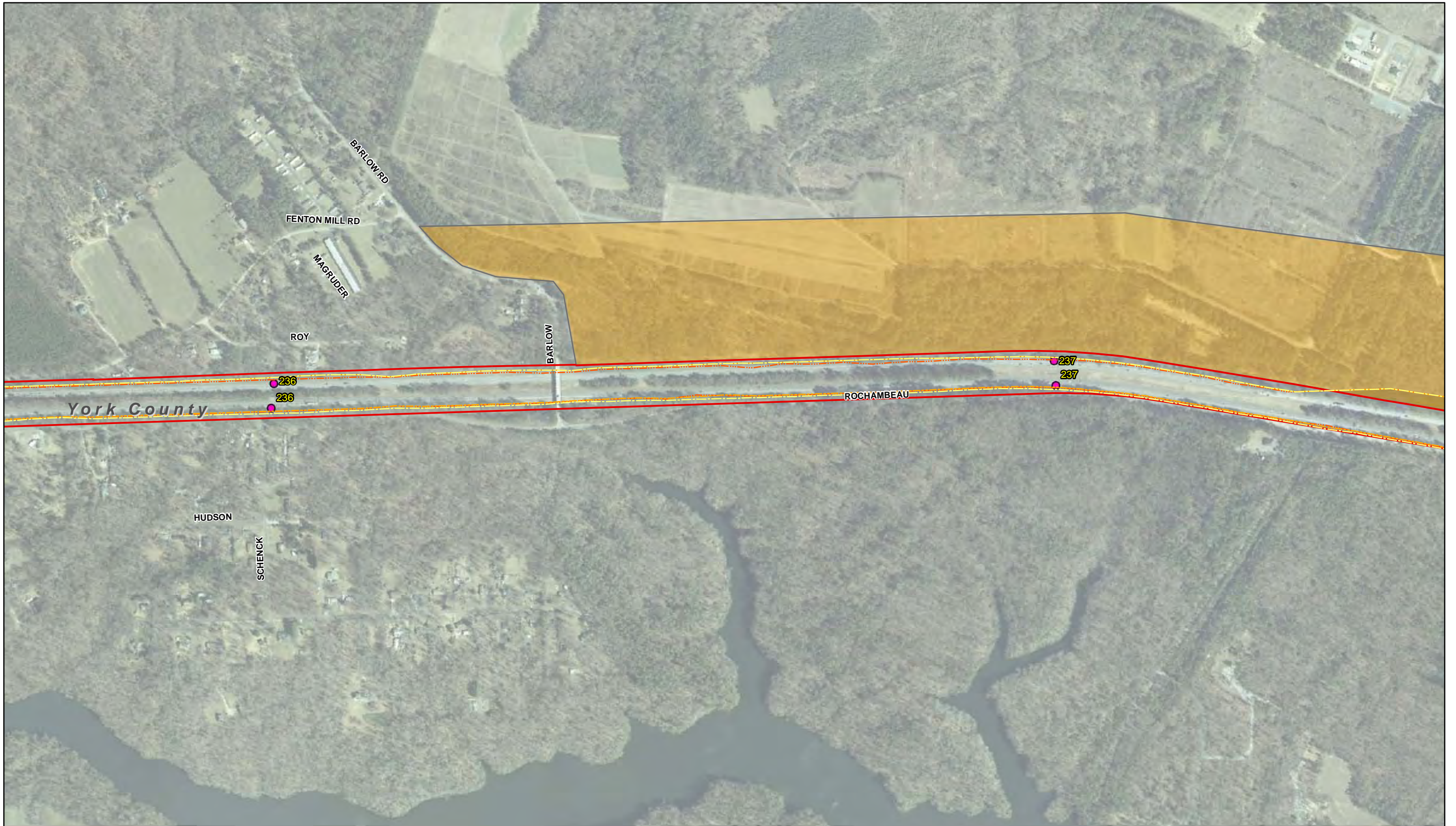
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 26 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






0 400 800
Feet



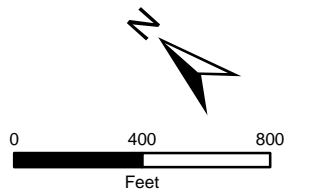
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

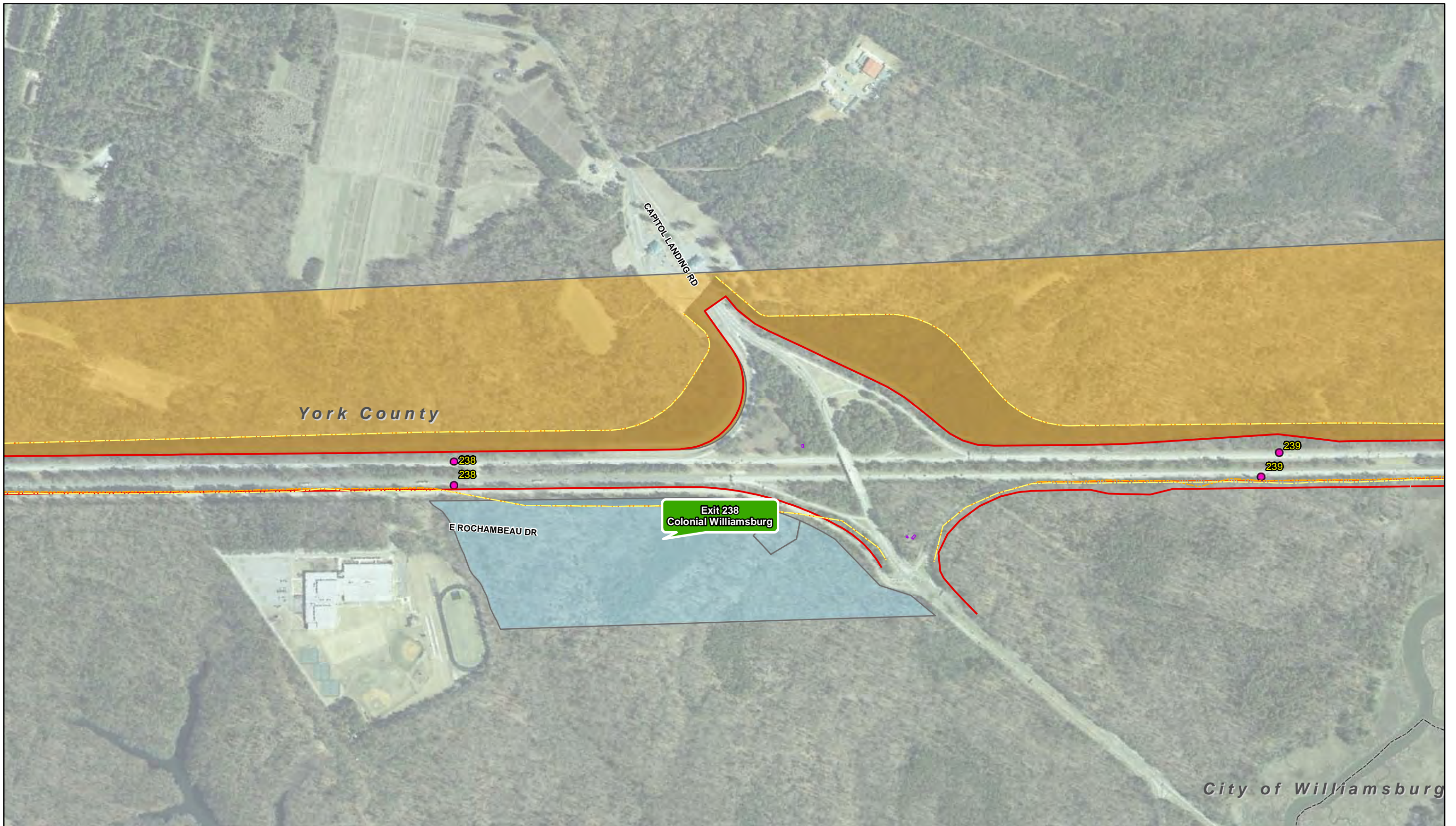
- Jurisdiction
- Impacted Structures


- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 27 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
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 Aerial imagery courtesy of VGIN 2009







- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 28 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





 Feet





Existing Right of Way (Red solid line)

Limits of Alternative 1A/2A Footprint (Yellow dashed line)

Limits of Alternative 1B/2B Footprint (Orange dashed line)

Limits of Alternative 3 Footprint (Red dashed line)

Jurisdiction

York County (Orange shaded area)

City of Williamsburg (White area)

Impacted Structures (Purple outline)

Potentially Impacted Parcels

Central business district (Red square)

Outlying business/Suburban high density (Light blue square)

Residential/Suburban low density (Orange square)

Rural (Green square)

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

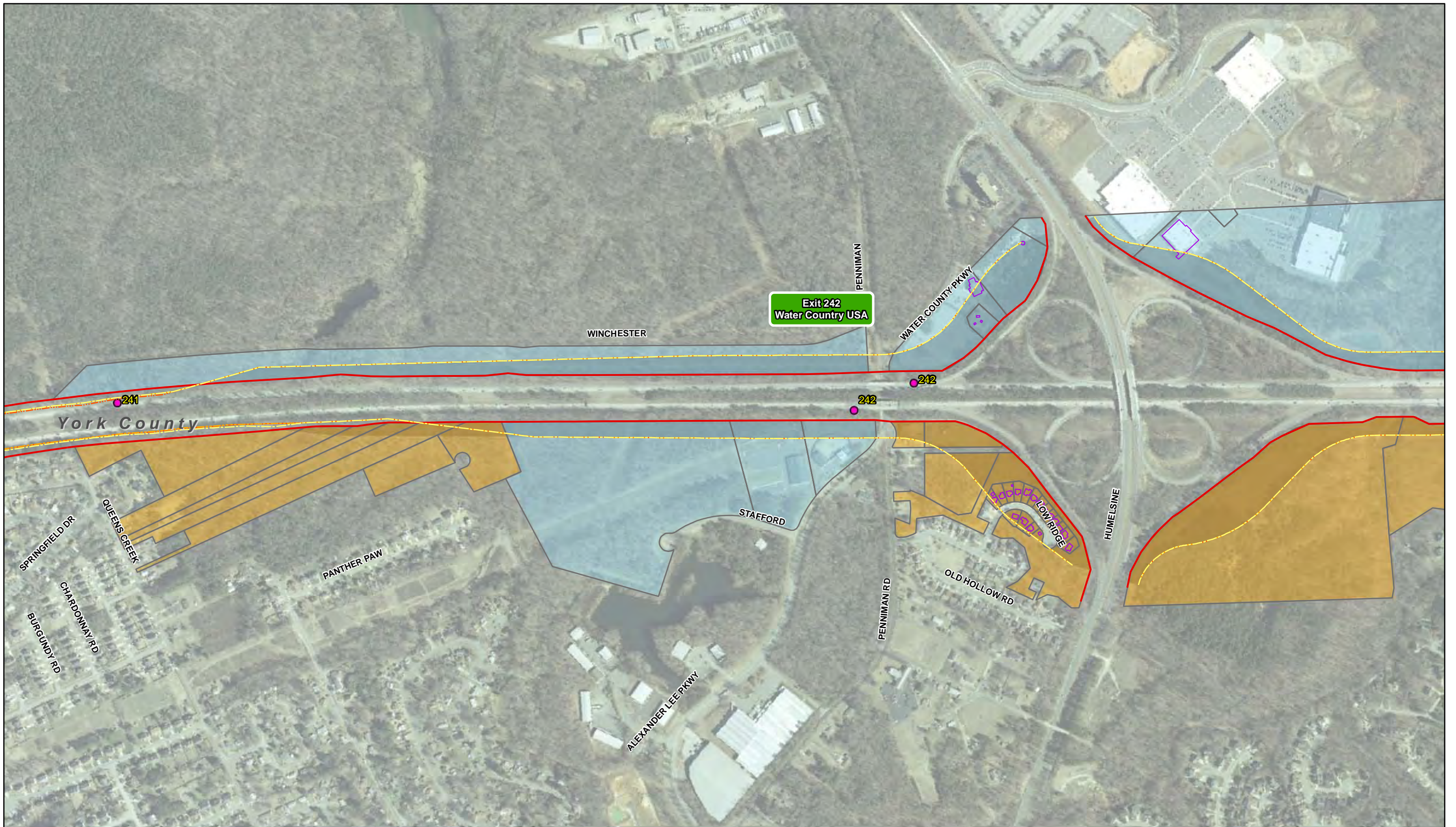
Map 29 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






0 400 800
Feet



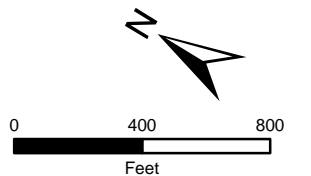
- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures


- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 30 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009







Existing Right of Way (Red line)

Limits of Alternative 1A/2A Footprint (Yellow dashed line)

Limits of Alternative 1B/2B Footprint (Orange dashed line)

Limits of Alternative 3 Footprint (Red dashed line)

Jurisdiction (Thin black line)

Impacted Structures (Purple dot)

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 31 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





York County

James City County



- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

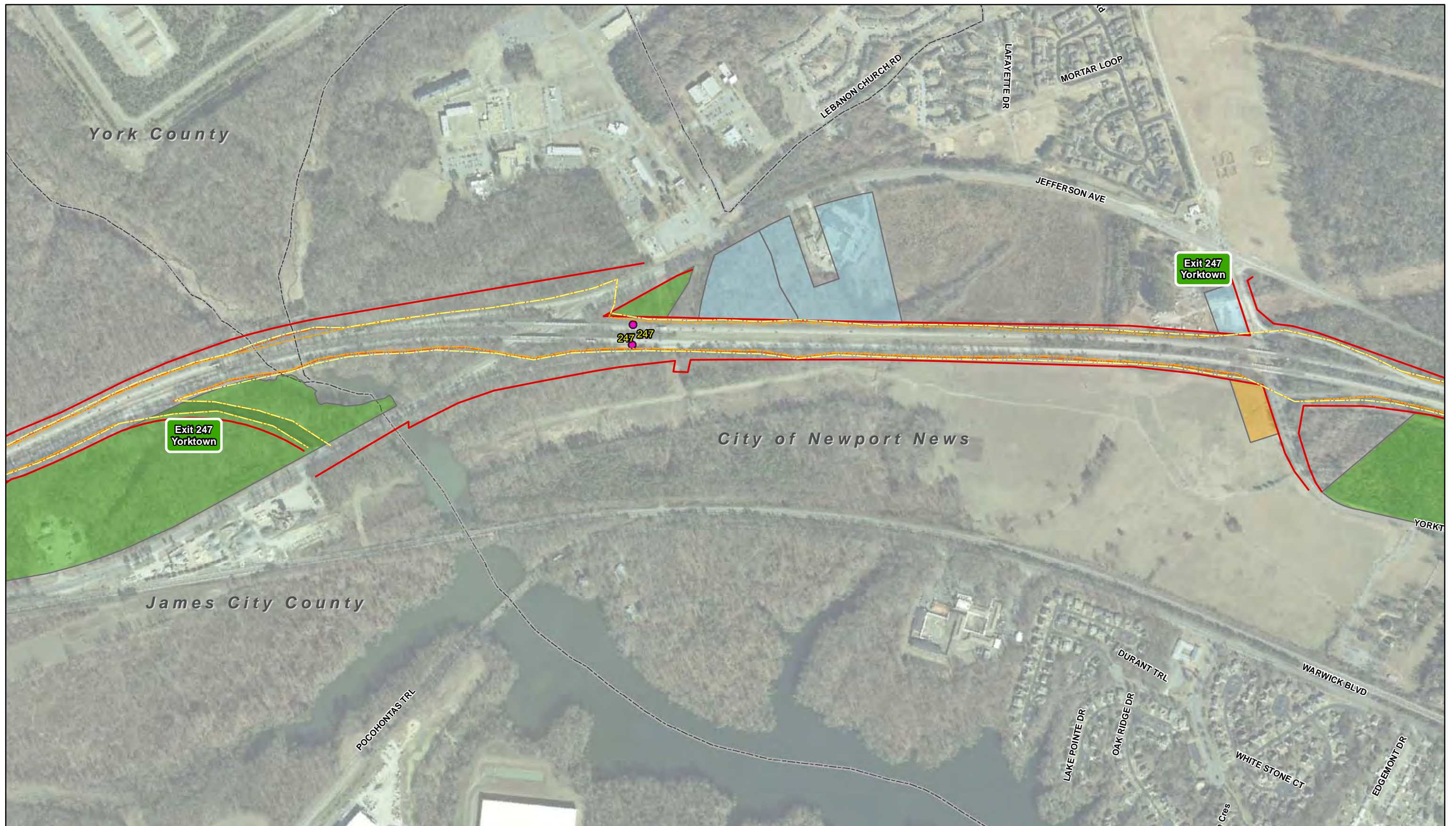
- Potentially Impacted Parcels**
- Central business district
 - Outlying business/Suburban high density
 - Residential/Suburban low density
 - Rural


Potential Parcels to be Impacted by Project's Proposed Build Alternatives
 Map 32 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009









- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 33 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009
















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Feet





 Existing Right of Way	 Jurisdiction
 Limits of Alternative 1A/2A Footprint	 Impacted Structures
 Limits of Alternative 1B/2B Footprint	
 Limits of Alternative 3 Footprint	

Potentially Impacted Parcels

	Central business district
	Outlying business/Suburban high density
	Residential/Suburban low density
	Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 34 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





 Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

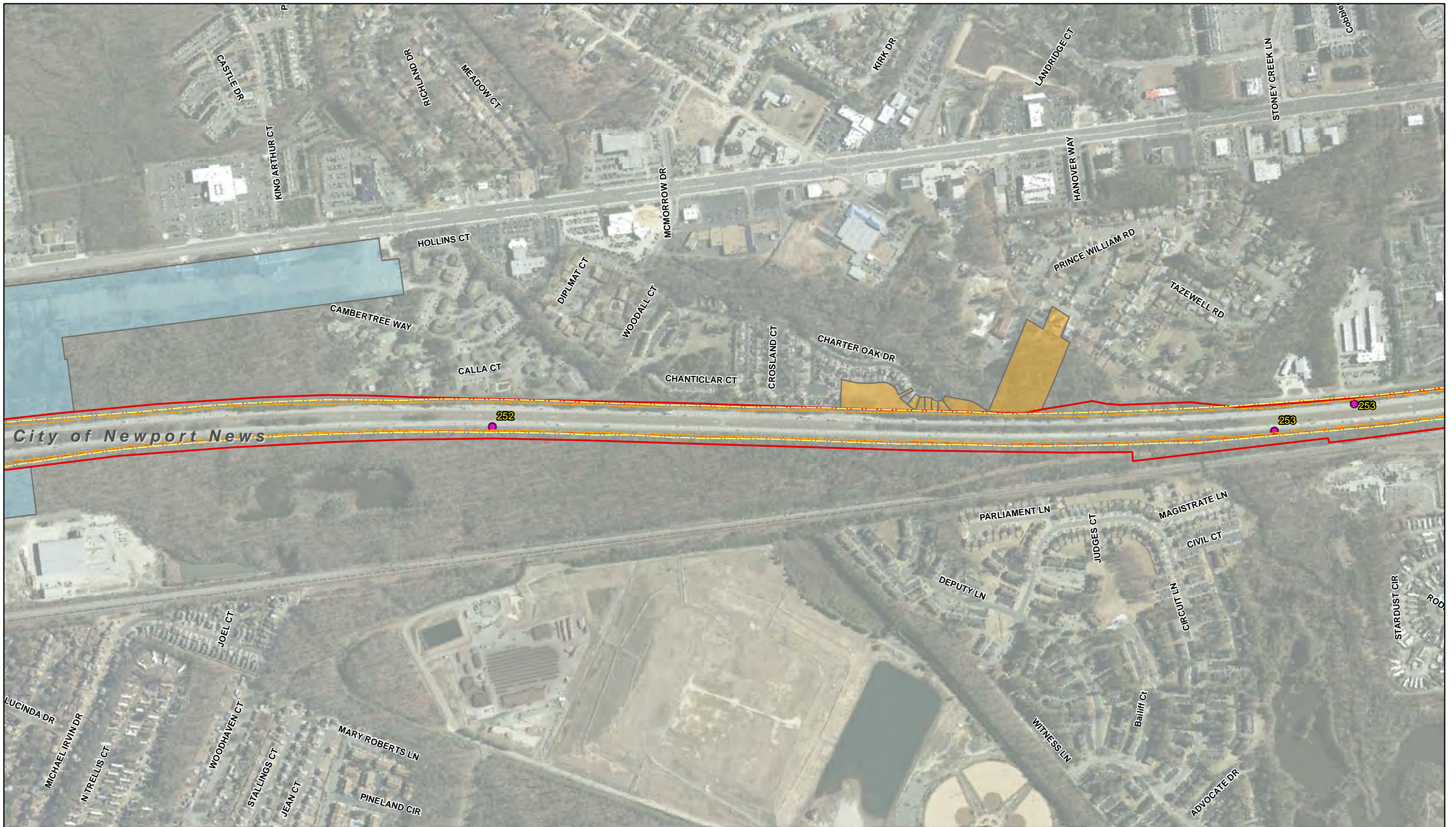
- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural


Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 35 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009









- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

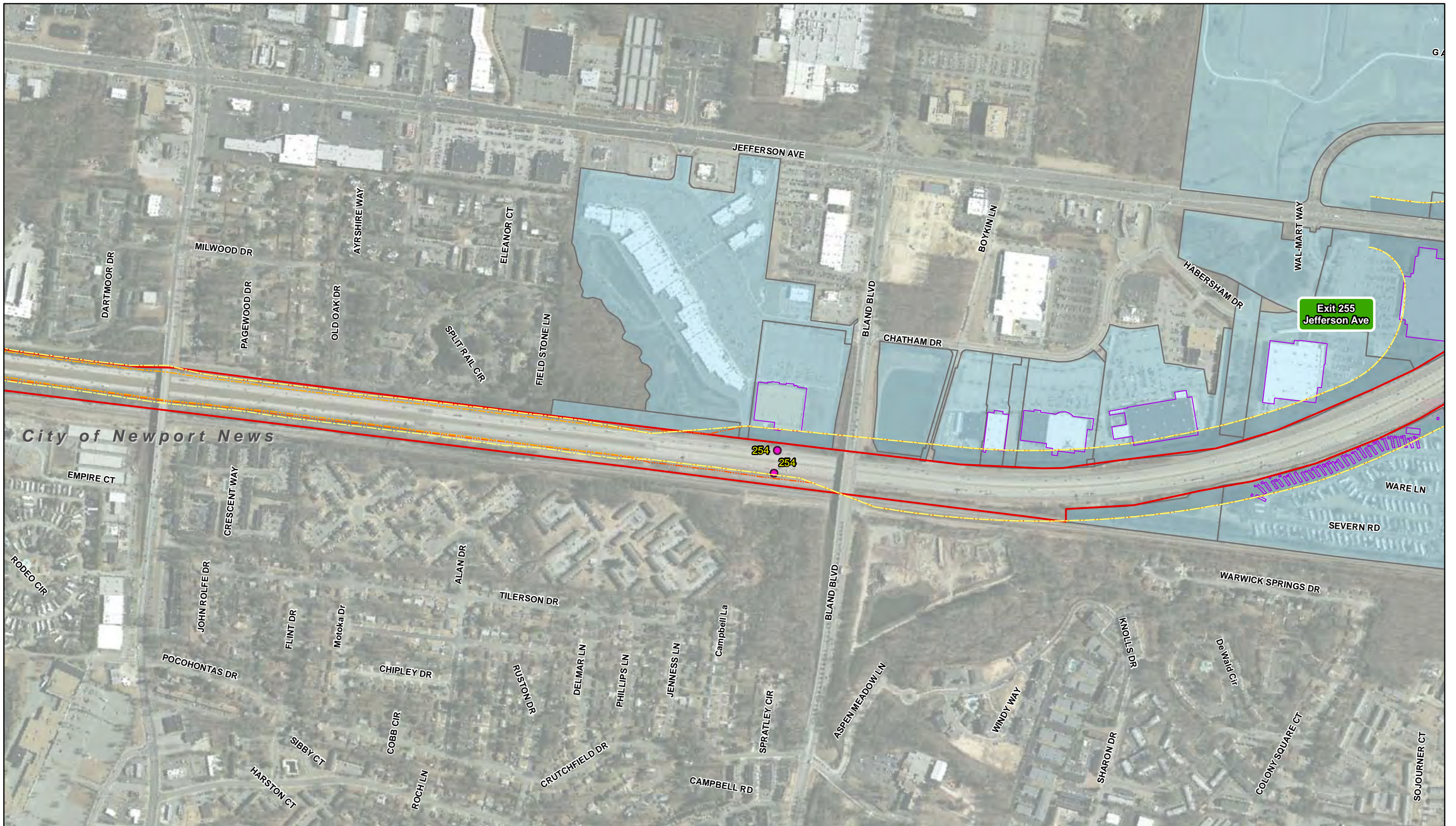
Map 36 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






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Feet





INTERSTATE 64 PENINSULA STUDY

- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives


Map 37 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009









- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

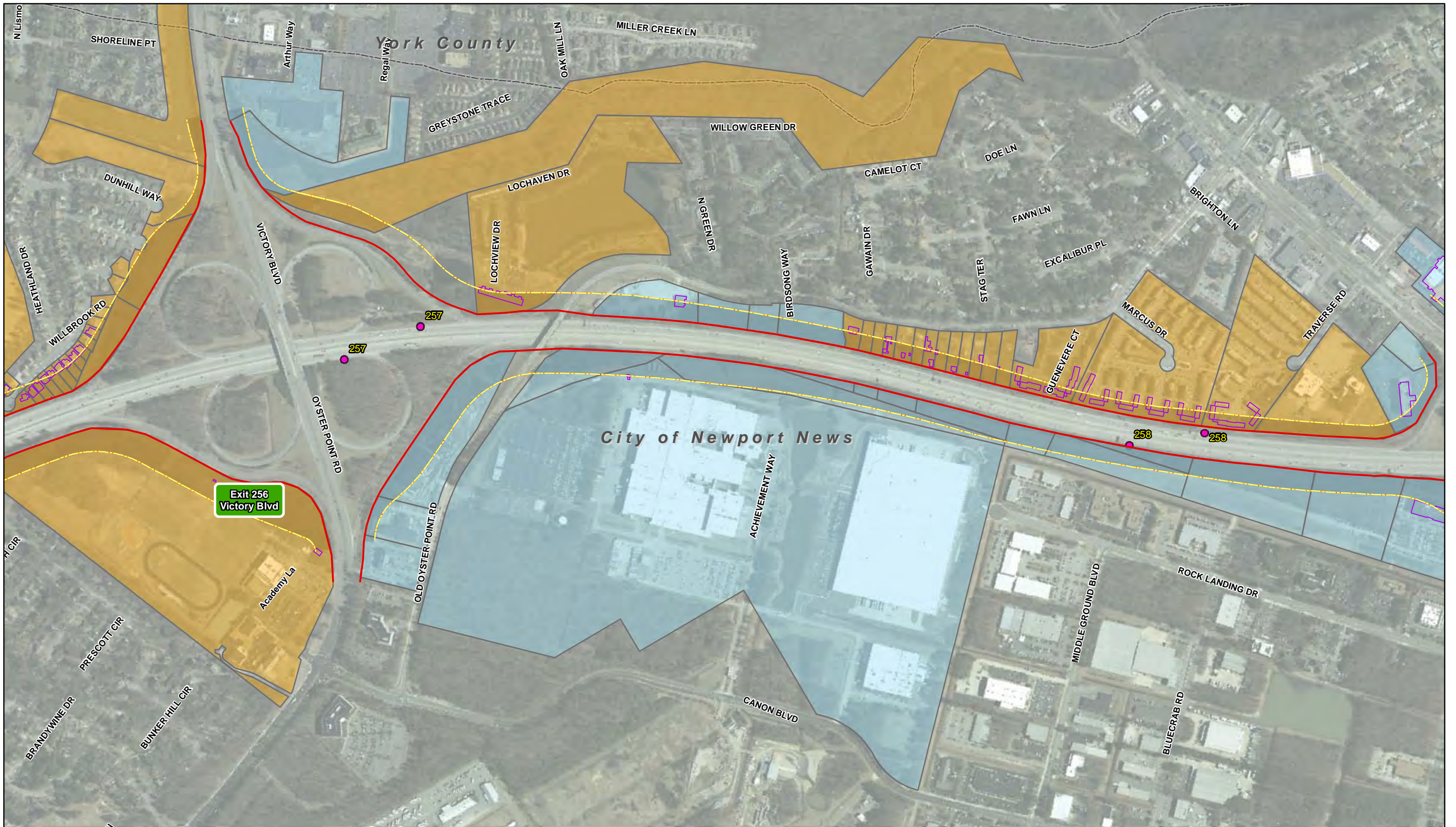
Map 38 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






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Feet





- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

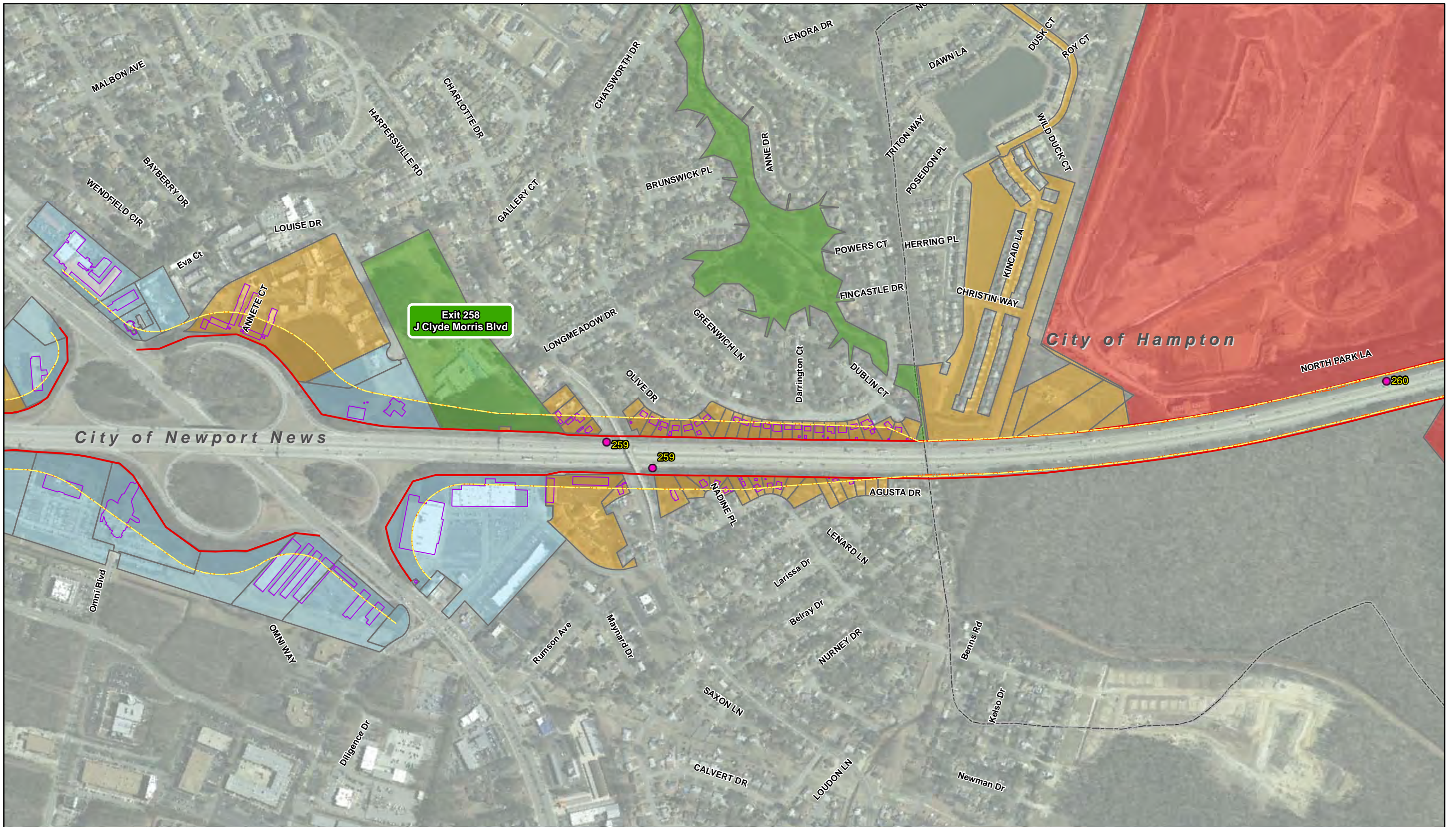
Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 39 of 43


Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009






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Feet





- ▬ Existing Right of Way
- ▬ Limits of Alternative 1A/2A Footprint
- ▬ Limits of Alternative 1B/2B Footprint
- ▬ Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

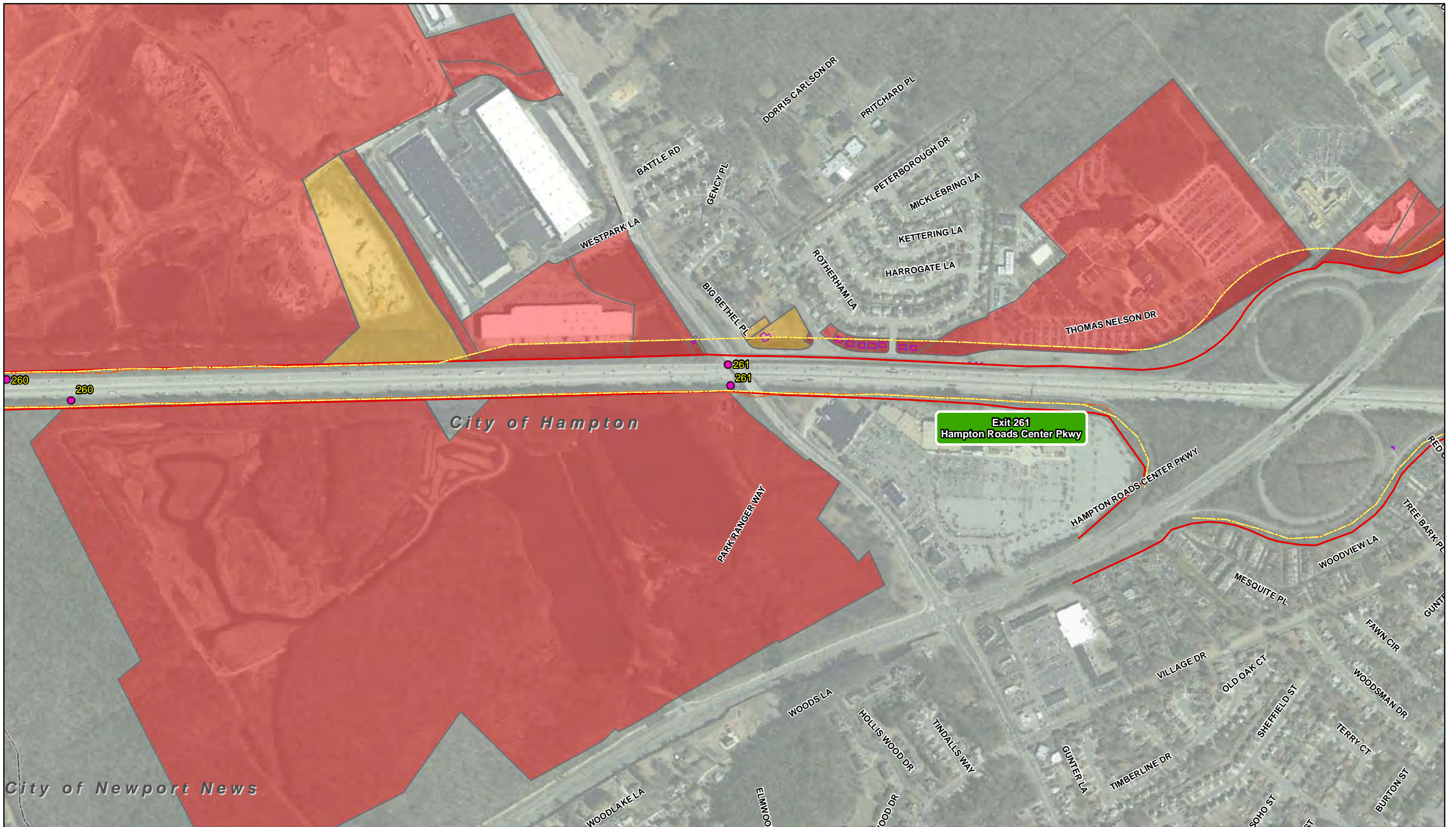
Potential Parcels to be Impacted by Project's Proposed Build Alternatives


Map 40 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009









Existing Right of Way

Limits of Alternative 1A/2A Footprint

Limits of Alternative 1B/2B Footprint

Limits of Alternative 3 Footprint

Jurisdiction

Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural


Potential Parcels to be Impacted by Project's Proposed Build Alternatives











Map 41 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





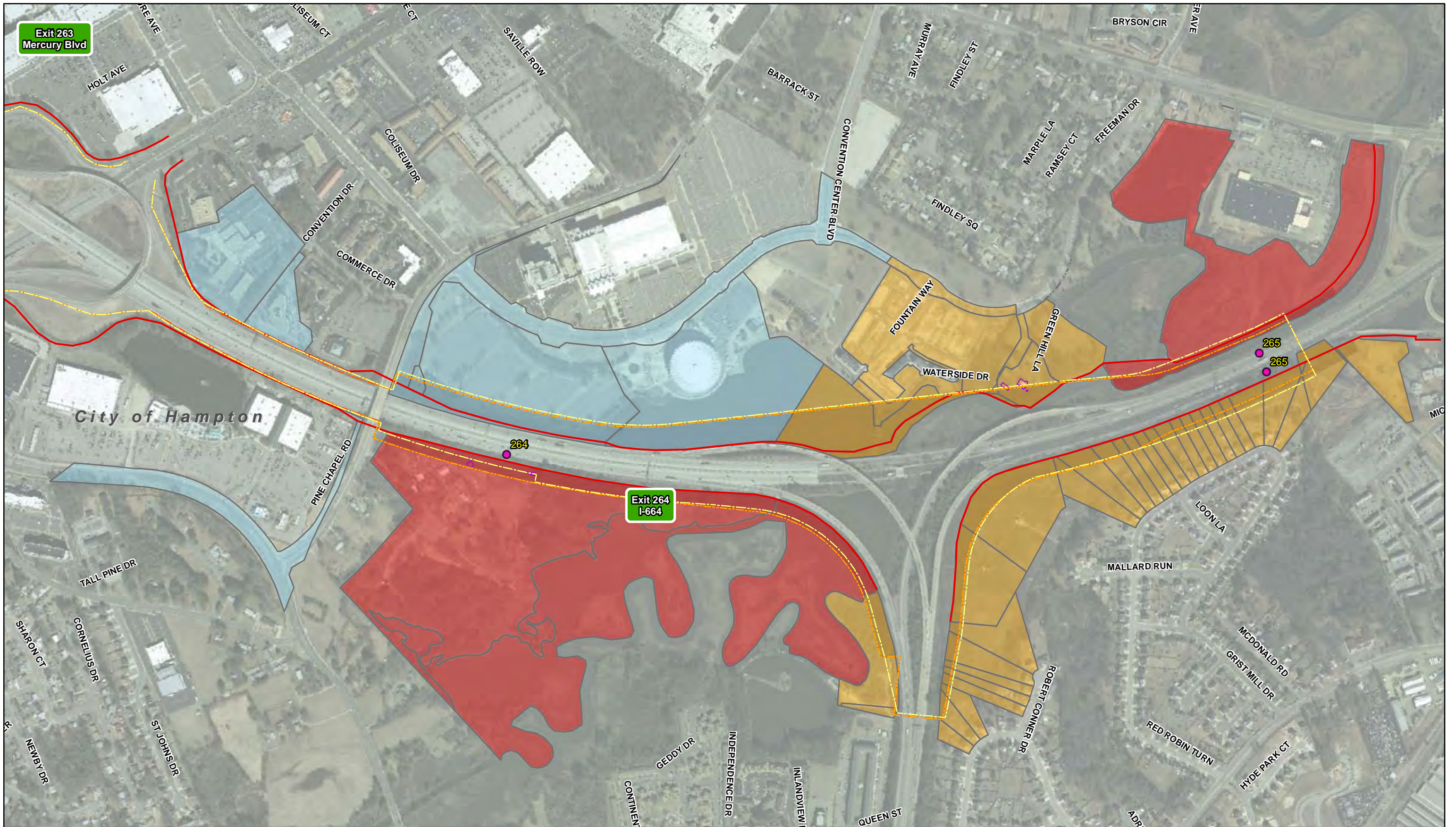
 Existing Right of Way	 Jurisdiction	Potentially Impacted Parcels
 Limits of Alternative 1A/2A Footprint	 Impacted Structures	 Central business district
 Limits of Alternative 1B/2B Footprint		 Outlying business/Suburban high density
 Limits of Alternative 3 Footprint		 Residential/Suburban low density
		 Rural


Potential Parcels to be Impacted by Project's Proposed Build Alternatives
Map 42 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009









INTERSTATE 64 PENINSULA STUDY

- Existing Right of Way
- Limits of Alternative 1A/2A Footprint
- Limits of Alternative 1B/2B Footprint
- Limits of Alternative 3 Footprint

- Jurisdiction
- Impacted Structures

Potentially Impacted Parcels

- Central business district
- Outlying business/Suburban high density
- Residential/Suburban low density
- Rural

Potential Parcels to be Impacted by Project's Proposed Build Alternatives

Map 43 of 43

Notes: Structures and parcel data courtesy of representative jurisdictions
 New Kent County parcel data not rectified with orthophotography
 York County parcel data clipped to 1000' of project corridor
 Aerial imagery courtesy of VGIN 2009





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Feet

