

STUDY OVERVIEW

History of the Hampton Roads Crossing Study:

1991	Federal funding was dedicated for innovative highway projects. Improvements to the I-64 crossing of Hampton Roads was one of these projects.
1994	A Major Investment Study of the I-64 crossing of Hampton Roads was completed.
1999-2001	The HRCS Draft EIS (DEIS) and Final EIS (FEIS) were published and Record of Decision (ROD) was issued.
2003	A re-evaluation of HRCS FEIS was completed but the project did not advance.
2011	An Environmental Assessment (EA)/Re-evaluation of HRCS FEIS was completed but the project did not advance.
2012	A separate Draft EIS was published for Hampton Roads Bridge-Tunnel (improvements to I-64 between Hampton and Norfolk). Based on high impact estimates and a lack of public and political support, a preferred alternative was not identified and the study did not advance.
2013	An EA/Re-evaluation of HRCS FEIS was initiated but lack of funding for the project prevented FHWA from making a decision.
2015	VDOT and FHWA initiate an SEIS to respond to agency concerns and re-evaluate the 2001 FEIS before a Preferred Alternative advances to design.

What is an SEIS?

Following completion of an EIS, and prior to the implementation or construction of the Preferred Alternative, new information or changes to the project may arise that have significant impacts on the environment that had not been previously considered. When this happens, the EIS is required to be supplemented. The resulting Supplemental Environmental Impact Statement (SEIS) introduces up-to-date information, reconsiders alternatives, as necessary, and identifies potential mitigation for new adverse impacts. In addition, the public is afforded opportunities to review the new information and provide input before any final decisions are made. This is done in accordance with 40 CFR 1502.9.

