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4. Public Support

4.1. Describe the economic benefits of this project to the community, region and state

Describe the economic benefits of this project to the community, region and state. Do these benefits include impacts upon tax revenues, number of jobs generated and related pay and benefits of such jobs, training opportunities and programs, and the number and value of subcontracts generated for Virginia subcontractors? Identify who will benefit from the project, how they will benefit and how the project will benefit the overall transportation system.

This Corridor Improvement Project will supplement the existing I-64 as a major arterial supporting commerce between the Ports and Infrastructure in the Tidewater area and activity areas as far west as Beckley, West Virginia. With our economy's emphasis on "just in time delivery" of goods, expedient and dependable transit of commodities is absolutely essential for sustained economic development. This corridor will provide a long-term, practical, and speedy route for truck traffic to sustain current and future transit needs of businesses, not only for the region, but for the entire Commonwealth of Virginia, and beyond.

Regional economic benefits of this project will initially include employment opportunities and generation of income for construction labor, equipment, and materials, and operation of the toll facilities, much of which could accrue to local residents and businesses during the construction and operation period. Continuing economic benefits will be realized as this Corridor Improvement Project enhances the attractiveness of the Region and Communities for prospective business and industry and promotes the associated growth and prosperity with commercial development.

4.2. Identify any known government support or opposition, or general public support or opposition for the project

Identify any known government support or opposition, or general public support or opposition for the project. Government/public support should be demonstrated through resolutions of official bodies, minutes of meetings, letters, etc.

Cintra is committed to the continuity of VDOT's program of Citizen Participation throughout the life of this Corridor Improvement Project. This citizen participation may include design hearings similar to those typically included in the VDOT design process, as well as any additional measures necessary to assure that all stakeholders have ample opportunity to positively participate in the development of the Project. As with any endeavor, there will be both support and opposition by various entities affected by the construction.

Generally, governmental support has been strong for the Project, as evidenced by a resolution by the Chesapeake City Council on November 22, 2005 requesting that the Virginia Department of Transportation plan and fund several projects within the City of Chesapeake in its six-year improvement plan. Additionally, on October 20, 2005 the Board of Supervisors of Isle of Wight County, Virginia, passed a resolution that supports improvements to U.S. Route 460 between Petersburg and the Suffolk Bypass. This Corridor Improvement Project will address the spirit of these resolutions by improving access from the Ports in the Hampton Roads region to points in the western parts of the Commonwealth and into neighboring States.

I-64, from the Tidewater region to Petersburg currently supports one-quarter of the freight needs of the Hampton Roads region and has a mortality rate twice the Commonwealth's average per lane-mile of roadway. Improvements associated with this Corridor will reduce traffic and congestion on I-64 and significantly improve safety along the Corridor.

There are also likely challenges to be addressed with this Corridor Improvement Project. Based on the VDOT Technical Report, the proposed facility could displace at least 53 residences and one business between the intersection at U.S. Route 58 in Suffolk and the Interstate 295 interchange in Prince George County. A local reporter, Susan Robertson, writing for the Progress-Index, indicated that in Prince George County alone, the proposed alignment would destroy six houses and affect a total of 11 parcels.

Throughout the process of construction of this Corridor Improvement, Cintra will implement measures to mitigate impacts to residences and businesses along the corridor, and strive to serve the Region and local communities by minimizing adverse right-of-way acquisition to its citizens.

4.3. Explain strategy and plans to be carried out to involve and inform the agencies and the public in areas affected by the project

Explain the strategy and plans that will be carried out to involve and inform the agencies and the public in areas affected by the project.

The key to a successful public involvement strategy is, in fact, "involving" the public. The people being affected want to know "how" and "why". They want to know how they will get from point A to point B during and after construction; they want to know how long their daily routine will be disrupted; and they want to know how this project will make their lives better. Everyone has an opinion because virtually everyone is affected.

Throughout the public involvement process (the Property Owners' Informational Meetings and Public Hearings), The Team will focus on specific right-of-way acquisitions, utility relocations, impacts to the local community situated along the project corridor, and events required for completing the work. All comments received during utility coordination meetings, the Property Owners' Informational Meetings, and the Public Hearings will be reviewed with VDOT and incorporated into the plans as appropriate.

Our Team is no stranger to the public involvement aspect of transportation projects. Special attention needs to be given in the areas of sequence of construction, drivers' view and signing, and landscaping to assure the public is shown a true picture of the anticipated impacts. In order for the public to better understand proposals for improvement, graphic depictions utilizing computer-generated scenes can be employed

The Cintra Team routinely provides graphical renderings to illustrate three dimensional aerial views of new roadway and bridge facilities. For projects where public involvement and media coverage are extensive, our team can prepare animated videos and "driver's view" renderings of driver's decision points at interchanges. Special interest group meetings can be held in conjunction with newspaper and television presentations. For projects involving multiple alternatives, the team can provide graphic and / or multimedia demonstrations to communicate the effects of each alternative on the community to clearly address questions and concerns of all affected parties.



It is impractical to expect to design around all objections to a particular project. However, proactively engaging the public with the project's impacts to a community and the benefits the project returns to the region can prove valuable in mitigating protests to the project development. This proactive engagement of the public is the best strategy for involving and informing agencies and communities in areas affected by the project.