

1. INTRODUCTION

1.1 Project Description

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is studying the environmental consequences of transportation improvements along Interstate 64 (I-64) and the Hampton Roads Bridge-Tunnel (HRBT). The study area is a one-mile-wide corridor along I-64 from the interchange with I-664 in the City of Hampton to the interchange with I-564 in the City of Norfolk, a distance of approximately 12 miles, including the 3.5-mile-long HRBT.

The purpose of this Technical Memorandum is to inventory the visual characteristics of the study area and analyze potential impacts that could result from implementation of the Retained Build Alternatives. Information in this memorandum, described below, will support discussions presented in both the Draft and Final Environmental Impact Statement (EIS).

- **Section 1** provides an overview of the study and outlines the methods used to quantify impacts to visual resources.
- **Section 2** provides an overview of existing conditions (affected environment) and describes the visual assessment units in the study area with respect to several distinct viewer groups, including community residents; business owners, employees, and customers; motorists; and parks and recreation visitors.
- **Section 3** analyzes potential visual impacts from each of the Retained Build Alternatives by assessing the visual resource change and viewer response to that change.

Details of all alternatives, including potential limits of disturbance, are included in the *Alternatives Technical Report*. Three Retained Build Alternatives, each representing a set of improvements that form a stand-alone solution to the identified needs within the study limits, have been retained for detailed evaluation in the EIS and, therefore, this Technical Memorandum:

- The **Build-8 Alternative** would provide four continuous mainline lanes in each direction of I-64 throughout the study area. Through the Hampton section of the study area, this alternative would require one lane of widening in each direction of I-64. Through the Norfolk section, this alternative would require the addition of two lanes in each direction of I-64. . The total pavement width of the Build-8 Alternative mainline would be approximately 150 feet. The eastbound approach bridge would be modified to carry two westbound lanes, and a new four-lane bridge would be constructed approximately 200 feet to the west of the existing bridges to carry the eastbound lanes. A new four-lane tunnel would be constructed approximately 200 feet west of the existing tunnel.
- The **Build-8 Managed Alternative** mainline, bridges, and tunnels would be similar to the Build-8 Alternative, providing four continuous mainline lanes in each direction of I-64 with a new bridge structure and tunnel. However, some or all of the travel lanes would be managed using tolls and/or vehicle occupancy restrictions. Additionally, the typical section would include an approximate four-foot buffer separation between the general purpose lanes and any managed lanes, resulting in a total mainline pavement width of approximately 160 feet. The managed lanes would tie to the high occupancy vehicle (HOV) lanes on I-64 on both ends of the study area.
- The **Build-10 Alternative** would provide five continuous mainline lanes in each direction of I-64 throughout the study area. . Throughout the Hampton section of the study area, this alternative would require widening both directions of I-64 by two lanes. In the Norfolk section of the study area, this alternative would require widening both directions of I-64 by three lanes. The total width of the mainline pavement would be approximately 170 feet.

The approach bridges and tunnel would be similar to the Build-8 Alternative; however, the new bridge-tunnel would include one westbound lane and five eastbound lanes for the bridge and the tunnel.

The No-Build Alternative also has been retained to serve as a baseline for comparison of alternatives and their potential effects. Under the No-Build Alternative, I-64 would remain predominantly three lanes per direction within the Hampton section of the study area. The 3.5-mile HRBT would continue with current operations. Within the Norfolk section of the study area, I-64 would remain two lanes per direction, including the I-64 bridges across Willoughby Bay.

As the limits of disturbance for the Retained Build Alternatives are similar, the figures in this memorandum show the limits for the Build-10 Alternative only, which would have the largest disturbance area and therefore the largest potential impact. The text and tables discuss the potential impact of all Retained Build Alternatives in comparison to the No-Build Alternative.

1.2 Methods

Visual resources are those physical features that comprise the visual landscape, including land, water, vegetation, and man-made elements. These elements are the stimuli upon which a person's visual experience is based. Notable visual and aesthetic resources within the study area would include historic structures, parks, and undeveloped open space/natural areas. Potential sensitive visual receptors would include areas or users affected by changes in the visual and aesthetic environment.

National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) regulations address visual impacts under the heading of aesthetics. These regulations identify aesthetics as one of the elements or factors in the human environment that must be considered in determining the effects of a particular action. Further, 23 USC 109(h) cites "aesthetic values" as a consideration in developing a project.

Site visits and reviews of local planning documents were conducted to identify the effects of the Retained Build Alternatives on the surrounding viewshed. Because the corridor is within a developed suburban area, the viewshed for this visual and aesthetic resource assessment is primarily limited to adjacent land uses. Within the open areas of the bridge approaches, the viewshed was determined to extend one mile from the proposed alignment to incorporate land uses across water features.

This Technical Memorandum is consistent with the FHWA's Visual Impact Assessment for Highway Projects (1981) and FHWA Technical Advisory T6640.8A (1987). Visual analyses are subjective; visual character terms are therefore descriptive and non-evaluative, meaning that they are based on defined attributes which are neither positive nor negative by themselves. Changes in visual character cannot be described as having positive or negative attributes until compared with viewer responses to the change.

Visual sensitivity is based on the number and types of users, viewers, or sensitive receptors typically found within the study area. Generally, viewers in parks and residential areas are assumed to be the most sensitive to visual and aesthetic impacts and viewers in industrial areas are assumed to be the least sensitive. Visual quality is evaluated based on consideration of landscape qualities related to natural and/or man-made features, specifically:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation;
- The perceived positive and negative effects of man-made alterations to the environment and built structures on visual quality; and
- Visual composition, including an assessment of the complexity and vividness of patterns that exist in the landscape.

The visual impact of the Retained Build Alternatives is determined by assessing the change in visual resources due to the alternatives and predicting viewer response to that change. Visual resource change is the total change in visual character and visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed alternatives with the existing visual character of the landscape. The second step is to compare the visual quality of the existing resources with the projected visual quality after the alternative is constructed. Viewer response to the changes is the sum of viewer exposure and viewer sensitivity to the alternative. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change. The final step is to summarize potential impacts and consider mitigation measures to alleviate certain visual impacts.

2. AFFECTED ENVIRONMENT

This section provides a general description of the visual assessment units in the study area. The effect of the alternatives on views both from and toward the study area is addressed. The I-64 HRBT corridor encompasses a mix of residential, commercial, government/military, and open space land uses. Viewsheds vary greatly, from limited suburban type views with the interstate visible to large expansive water views of the Chesapeake Bay and Hampton Roads in the bridge/tunnel area. Sound walls limit the view from the interstate in many areas along the corridor.

A state-designated Scenic Road within the study area connects historical points of interest associated with the Peninsula Campaign of the Civil War. I-64 from West Mercury Boulevard (Exit 263) to Fourth View Street (Exit 273) is part of this route. From there, the Scenic Road continues along Ocean View Avenue/Route 60 east of the study area. The effects of the alternatives on the viewshed from the state-designated Scenic Road are covered through the analysis of impacts on occasional motorists/tourists, as described below.

The corridor is broken down into five visual assessment units as shown on **Figure 1**. Within each visual assessment unit are several distinct viewer groups with varying degrees of sensitivity to visual and aesthetic changes to the environment. These include:

- **Community Residents:** Residents are expected to have the highest awareness of visual changes of any groups, since the study area is located within their immediate environment or surroundings.
- **Business Owners, Employees, and Customers:** This viewer group is associated with existing offices and businesses within the study area. These viewers are anticipated to have a low level of concern regarding the changes to the visual environment; their principal concern is more likely to be the effect of alternatives on business activities.
- **Regular Motorists:** Included in this viewer group are commuters and local residents/workers who frequently travel within the study area. These viewers are aware of any changes to the visual environment because of their repeated exposure. They have a moderate level of concern for changes in the visual environment.
- **Occasional Motorists/Tourists:** These viewers include tourists and regional residents from outside the immediate area who infrequently travel the area. These viewers generally have a low exposure and awareness of changes to the visual environment.
- **Park/Recreation Area Visitors:** These viewers include visitors to the many parks and recreational facilities in the area. These viewers may have infrequent exposure to the corridor but could be more aware of the visual environment.

2.1 Visual Assessment Unit 1

Visual Assessment Unit 1 extends from I-664 through South Willard Avenue. Hampton Coliseum, Hampton Roads Convention Center, and Bluebird Gap Farm are located at the northern end of this segment. The Newmarket Creek Park and Trail is proposed in this area, which would connect the Hampton Coliseum to the Hampton Roads Convention Center. Between LaSalle Avenue and I-664, open space is immediately adjacent to I-64, with a mix of commercial and residential land uses beyond the open space. Between LaSalle Avenue and Rip Rap Road are primarily residences, with Y.H. Thomas Neighborhood Park to the north and the YMCA Community Center outdoor recreational areas to the south. West of King Street, adjacent land uses are primarily residential to the north and industrial to the south. The area between King Street and the Hampton River is largely single-family residential, encompassing the Pasture Point Historic District and River Street Park. Residents in this area may be sensitive to changes in their view of the Hampton River. Continuing south, there are a few residences near the Hampton River, then Hampton National Cemetery, Woodlands Golf Course/Woodlands Skate Park/Hampton Tennis Center, and residences (including Phoebus Historic District) to the east of I-64 and Phenix High School outdoor recreation areas, Hampton University, and Hampton Veterans Affairs Medical Historic District to the west of I-64.

Notable visually sensitive resources within the viewshed in this unit are the farm, parks, recreation areas, cemetery, and residences mentioned above. Viewers in this visual assessment unit mainly include residents, business owners, employees and customers, regular motorists, occasional motorists such as tourists, students, and park/recreational area visitors.

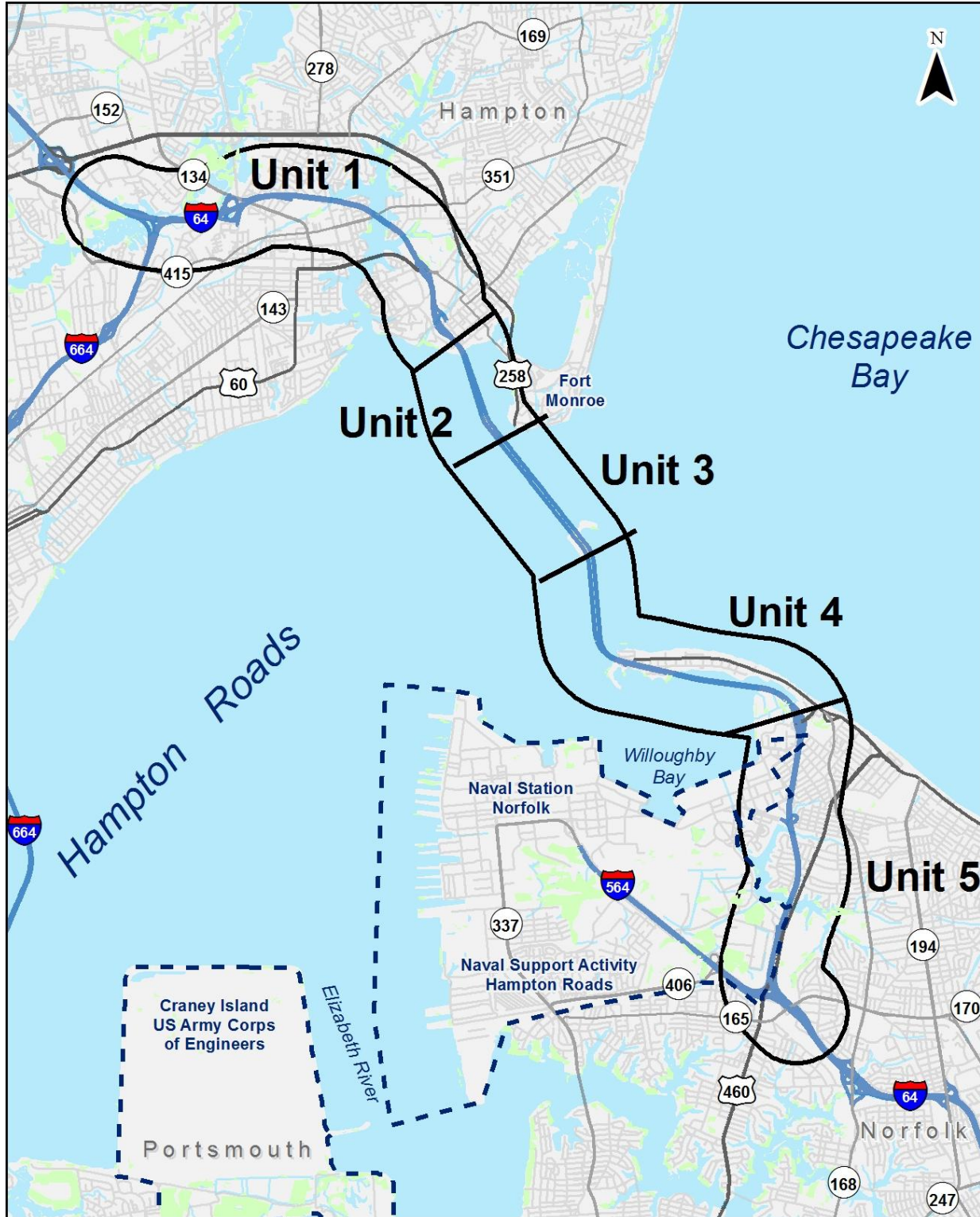
2.2 Visual Assessment Unit 2

Visual Assessment Unit 2 extends from South Willard Avenue (north end of the HRBT) through the eastbound tunnel entrance. Residences are located along the shoreline east of I-64 at the northern end of Unit 2. Many residences in the vicinity of South Willard Avenue in Hampton have existing water views and are sensitive to visual changes. Fort Monroe, recently designated a National Monument, is located approximately 0.25 miles east of this segment. Views to and from Fort Monroe are important because of the fort's historic character.

All features discussed above are considered notable visually sensitive resources within the viewshed in this unit. Viewers in this visual assessment unit mainly include residents, regular motorists, occasional motorists, and visitors to Fort Monroe National Monument.

2.3 Visual Assessment Unit 3

Visual Assessment Unit 3 includes the existing tunnel. This portion of the segment is currently not visible from the surface. Fort Wool also is located within this segment and is considered the only notable visually sensitive resource within the viewshed in this unit. Existing viewers in this visual assessment unit include regular motorists and occasional motorists such as tourists who travel through the tunnel and visitors to Fort Wool.



| | | |
|---|--------------------------------|----------------------------|
| <p>Legend</p> <p> Study Area</p> <p> Visual Assessment Units</p> | <p>Visual Assessment Units</p> | |
| <p style="text-align: center;"> </p> | <p> </p> | <p>Figure 1</p> |

2.4 Visual Assessment Unit 4

Visual Assessment Unit 4 extends from the westbound tunnel entrance to the 4th View Street interchange. Willoughby Spit is a largely residential area located to the north of I-64. Residents in this area are likely to place a high value on their existing water views and are sensitive to changes in the landscape. At the tip of Willoughby Spit is a marina, which is to the south of I-64, and Trails End Park, which is to the north of I-64. Willoughby Boat Ramp is located to the south of I-64 at 13th View Street. Captains Quarters Nature Center and Park is located near 8th View Street directly north of I-64. The southern end of this unit consists of Monkey Bottom Wetland Walkway.

Notable visually sensitive resources within the viewshed in this unit are the boat ramp, parks, recreation areas, and residences mentioned above. Viewers in this visual assessment unit mainly include residents, business owners, employees and customers, regular motorists, occasional motorists such as tourists, and park/recreational area visitors.

2.5 Visual Assessment Unit 5

Visual Assessment Unit 5 extends from the 4th View Street interchange to the I-564/I-64 interchange. This area is suburban in nature and is primarily characterized by residential land uses adjacent to the existing I-64. Ocean View Elementary School and playground and Willoughby Elementary School and playground are located at the northern end of this segment. Traversing south, adjacent land uses are primarily single-family residential, with some interspersed multi-family residential. Within this unit, residences located near Mason Creek Bridge may be particularly sensitive to changes in their viewshed. The Naval Station Norfolk and associated military installation buildings are located west of the corridor in this segment near 1st View Street. Merrimack Landing Apartment Complex is located to the south of Naval Station Norfolk. Northside Park and Forest Lawn Cemetery are to the east of I-64 prior to the intersection with I-564. Breezy Point Park and munitions storage are to the west of I-64 prior to the intersection with I-564.

Notable visually sensitive resources within the viewshed in this unit are the playgrounds, parks, cemetery, and residences mentioned above. Viewers in this visual assessment unit mainly include residents, regular motorists, business owners, employees and customers, occasional motorists such as tourists, and park/recreational area visitors.

3. ENVIRONMENTAL CONSEQUENCES

3.1 Direct Impacts

The No-Build Alternative would maintain existing visual character along the I-64 corridor. Since this alternative does not address congestion issues along I-64, it would result in an increase in views of traffic by motorists and nearby residences and businesses. This alternative would not result in any temporary construction impacts to visual and aesthetic resources.

The visual and aesthetic impacts of the Retained Build Alternatives within each visual assessment unit are detailed below. Although the Build-8 Managed Alternative has the same number of travel lanes as the Build-8 Alternative, the impacts would be slightly greater due to an approximately 4-foot wide increase in roadway width and the potential addition of vertical structures, such as toll gantries. The Build 10 Alternative would have a slightly greater impact than the Build 8 Alternative due to the additional travel lanes proposed.

Visual Assessment Unit 1: I-664 southeast through South Willard Avenue. The implementation of any retained build alternative would entail the widening of the I-64 mainline, displacing

buildings and potentially resulting in the placement or replacement of sound barriers throughout the unit. See the *Noise Analysis Technical Report* for the location of potential sound barriers. This could result in a more direct view of I-64 or associated sound barriers from nearby residences or businesses. The Retained Build Alternatives also would encroach upon Bluebird Gap Farm, Y.H. Thomas Neighborhood Park, YMCA Community Center, River Street Park, and Woodlands Golf Course. The views for motorists within the area would change as a result of an increased amount of roadway pavement and potentially the location of sound barriers.

Though the build alternatives would alter the landscape, the resulting overall landscape would remain in character with the existing visual environment of Visual Assessment Unit 1, which already features the existing I-64 and some associated sound barriers. Due to the existing developed viewshed, overall visual impacts from the Retained Build Alternatives are considered minor for each viewer type within this unit. However, some individual viewers may incur substantial changes to their viewshed, depending on the location of their viewing point relative to the location of a new noise barrier or displaced structure. Temporary visual impacts, such as visibility of disturbed soil, construction materials, and equipment, would also occur during construction with any Retained Build Alternative.

Visual Assessment Unit 2: South Willard Avenue (north end of bridge) through eastbound tunnel entrance. The implementation of any Retained Build Alternative entails the construction of a new bridge approximately 200 feet west of the existing I-64 bridge, and the potential expansion of the existing HRBT north portal island. A potential noise barrier could run along the east side of I-64 near South Willard Avenue. See the *Noise Analysis Technical Report* for the location of the potential sound barrier. This could result in a more direct view of I-64 or the associated sound barrier from nearby residences. The Retained Build Alternatives may also impact views from Fort Monroe. The alternatives could result in a more direct view of I-64 or the associated sound barrier and a potential increase of land visibility over the water due to the expansion of the portal island. The views for motorists within the area would change as a result of an increased amount of roadway pavement and potentially the location of sound barriers.

Though the build alternatives would alter the landscape, the resulting overall landscape would still remain in character with the existing visual environment of Visual Assessment Unit 2, which already features the existing I-64, the HRBT north approach bridge, and north tunnel portal island. In general, much of the new bridge may be shielded from sensitive resources in this unit since it would be constructed to the west of the existing bridge and would likely have a similar profile to the existing bridge. However, the impact of a new bridge over water would be more intrusive into the natural water setting than the widening of the mainline, particularly given the ease of viewing the structure from the water. Temporary visual impacts, such as visibility of construction materials, barges, and other equipment, would occur during construction with any build alternative. Since the bridge could be seen as encroaching upon a more natural viewshed, visual impacts from the build alternatives are considered moderate for each viewer type within this unit.

Visual Assessment Unit 3: Existing Tunnel. The implementation of any Retained Build Alternative would entail the construction of a new submerged tunnel and the expansion of the existing HRBT south portal island. The Retained Build Alternatives would impact views from Fort Wool, and would result in a more direct view of I-64 or a potential increase of land associated with the south portal island that is visible over the water. Views of the new tunnel from Fort Wool and from the water would be obscured by deep water and thus remain relatively unchanged. The views for motorists within the area would change slightly, with the Retained Build Alternatives increasing the amount of surrounding pavement and lanes visible within the eastbound tunnel. However, specific aesthetic details of the new tunnel have not yet been identified.

Though the build alternatives would alter the landscape, the resulting overall landscape would still remain in character with the existing visual environment of Visual Assessment Unit 3, which already features the existing I-64 and associated tunnel and portal island. Temporary visual impacts, such as visibility of construction materials, barges, and other equipment, would occur during construction with any Retained Build Alternative. Since the only over-water construction within this unit would be the potential expansion of the south portal island, visual impacts from the build alternatives are considered minor for each viewer type within this unit.

Visual Assessment Unit 4: Westbound tunnel entrance through 4th View Street interchange. The implementation of any Retained Build Alternative would entail construction of a new south approach bridge approximately 200 feet to the west of the existing I-64 bridge, and the widening of the I-64 mainline within the unit. This expansion would displace buildings and potentially result in the placement of sound barriers through the Willoughby Spit area. See the *Noise Analysis Technical Report* for the location of the potential sound barriers. This could result in a more direct view of I-64 or associated sound barriers from nearby residences or businesses. The Retained Build Alternatives also would encroach upon the existing Willoughby Harbor Marina, Trails End Park, Willoughby Boat Ramp, Captains Quarters Nature Center and Park, and Monkey Bottom Wetland Walkway. The views for motorists within the area would change slightly, with the Retained Build Alternatives increasing the amount of surrounding pavement and potentially the number of sound barriers.

Though the build alternatives would alter the landscape, the resulting overall landscape would remain in character with the existing visual environment of Visual Assessment Unit 4, which already features the existing I-64 and the HRBT south approach bridge. The new bridge would be partially shielded from sensitive resources in this unit since it would be constructed to the west of the existing bridge and would likely have a similar profile to the existing bridge. However, the impact of a new bridge over water would be more intrusive into the natural water setting than the widening of the mainline, particularly given the ease of viewing the structure from the water. Since the bridge could be seen as encroaching upon a more natural viewshed, overall visual impacts of the build alternatives are considered moderate for each viewer type within this unit. Some individual viewers may incur substantial changes to their viewshed, depending on the location of their viewing point relative to the location of a new noise barrier or displaced structure. Temporary visual impacts, such as visibility of disturbed soil, construction materials, barges, and other equipment, would occur during construction with any build alternative.

Visual Assessment Unit 5: 4th View Street interchange south to I-564/I-64 interchange. The implementation of any Retained Build Alternative would entail the widening of the I-64 mainline, displacing buildings and potentially result in the placement or replacement of sound barriers throughout the unit. See the *Noise Analysis Technical Report* for the location of potential sound barriers. This may result in a more direct view of I-64 or associated sound barriers from nearby residences or businesses. The Retained Build Alternatives also would result in visual impacts to Ocean View Elementary School and playground, Willoughby Elementary School and playground, Northside Park, and Forest Lawn Cemetery. The views for motorists within the area would change slightly, with the Retained Build Alternatives increasing the amount of surrounding pavement and potentially the number and location of sound barriers.

Though the build alternatives would alter the landscape, the resulting overall landscape would remain in character with the existing visual environment of Visual Assessment Unit 5, which already features the existing I-64 and associated sound barriers. However, some individual viewers may incur substantial changes to their viewshed, depending on the location of their viewing point relative to the location of a new noise barrier or displaced structure. Temporary

visual impacts, such as visibility of disturbed soil, construction materials, and equipment, would occur during construction with any build alternative. Due to the existing developed viewshed, visual impacts of the build alternatives are considered minor for each viewer type within this unit.

The No-Build Alternative would result in no visual impacts other than a continued increase in vehicles and congestion on I-64. **Table 1** summarizes the visual and aesthetic impacts of the Build-8, Build-8 Managed, and Build-10 Alternatives in each visual assessment unit. Viewer sensitivity is based on the types of users, viewers, or sensitive receptors typically found in the study area. The visual impact of study Retained Alternatives is determined by assessing the visual resource change due to the Retained Alternatives and predicting viewer response to that change.

Since additional lanes would be added adjacent to the existing interstate facility and the surrounding area is urban in nature, the visual impact of the build alternatives ranges from minor to moderate. As mentioned previously, the Build-8 Managed and Build-10 Alternatives would have a slightly greater visual impact than the Build-8 Alternative, but they would generally be in character with the existing visual environment.

Table 1. Summary of Visual and Aesthetic Impacts for the Retained Build Alternatives

| Physical Change | Visibility From | Types of Viewers | Viewer Sensitivity | Visual Impact | | |
|--|---|---|--------------------|---------------|-----------------|----------|
| | | | | Build-8 | Build-8 Managed | Build-10 |
| Visual Assessment Unit 1 – I-664 through S. Willard Avenue | | | | | | |
| Build-8 Alternative and Build-8 Managed Alternative – two additional travel lanes Build-10 Alternative – Four additional travel lanes | <ul style="list-style-type: none"> • Single/Multi-family Residences • Businesses/ Restaurants • Hampton University • Roadways • Cemetery • Parks/ Recreational Facilities | • Community Residents | High | Minor | Minor | Minor |
| | | • Regular Motorists • Students | Moderate | Minor | Minor | Minor |
| | | • Business Owners/ Employees/ Customers • Occasional Motorists | Low | Minor | Minor | Minor |
| | | • Park/Recreational Area Visitors | Moderate | Minor | Minor | Minor |
| Visual Assessment Unit 2 - S. Willard Avenue through eastbound tunnel entrance | | | | | | |
| Build-8 Alternatives– Four additional travel lanes, new four lane bridge for eastbound traffic Build-10 Alternative – Six additional travel lanes, new six lane bridge (5 lanes for eastbound traffic and one lane for westbound traffic) Existing bridges would accommodate westbound traffic only. | <ul style="list-style-type: none"> • Single/Multi-family Residences • Roadways • Ft. Monroe National Monument | • Community Residents • Fort Monroe National Monument Visitors | High | Moderate | Moderate | Moderate |
| | | • Regular Motorists | Moderate | Moderate | Moderate | Moderate |
| | | • Tourists/ Occasional Motorists | Low | Moderate | Moderate | Moderate |

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Table 1. Summary of Visual and Aesthetic Impacts for the Retained Build Alternatives

| Physical Change | Visibility From | Types of Viewers | Viewer Sensitivity | Visual Impact | | |
|--|--|---|--------------------|---------------|-----------------|----------|
| | | | | Build-8 | Build-8 Managed | Build-10 |
| Visual Assessment Unit 3 – Existing Tunnel | | | | | | |
| Build-8 Alternatives– Four additional travel lanes, new four lane tunnel for eastbound traffic Build-10 Alternative – Six additional travel lanes, new six lane tunnel (5 lanes for eastbound traffic and one lane for westbound traffic) Existing tunnels would accommodate westbound traffic only. | <ul style="list-style-type: none"> • Roadway/ Tunnel • Fort Wool | <ul style="list-style-type: none"> • Regular Motorists | Moderate | Minor | Minor | Minor |
| | | <ul style="list-style-type: none"> • Tourists/ Occasional Motorists | Low | Minor | Minor | Minor |
| | | <ul style="list-style-type: none"> • Fort Wool Visitors | Moderate | Minor | Minor | Minor |
| Visual Assessment Unit 4 – Westbound tunnel entrance through 4th View Street interchange | | | | | | |
| Build-8 Alternatives– Four additional travel lanes, new four lane bridge for eastbound traffic Build-10 Alternative – Six additional travel lanes, new six lane bridge (5 lanes for eastbound traffic and one lane for westbound traffic) Existing bridges would accommodate westbound traffic only. | <ul style="list-style-type: none"> • Single/Multi-family Residences • Businesses/ Restaurants • Roadways • Parks/ Recreational Facilities | <ul style="list-style-type: none"> • Community Residents | High | Moderate | Moderate | Moderate |
| | | <ul style="list-style-type: none"> • Regular Motorists | Moderate | Moderate | Moderate | Moderate |
| | | <ul style="list-style-type: none"> • Business Owners/ Employees/ Customers • Tourists/ Occasional Motorists | Low | Moderate | Moderate | Moderate |
| | • | <ul style="list-style-type: none"> • Park/Recreational Area Visitors | Moderate | Moderate | Moderate | Moderate |
| Visual Assessment Unit 5 – 4th View Street interchange through I-564/I-64 interchange | | | | | | |
| Build-8 Alternatives– Four additional travel lanes Build-10 Alternative – Six additional travel lanes | <ul style="list-style-type: none"> • Single/Multi-family Residences • Businesses/ Restaurants • Roadways • Cemetery • Parks/Recreational Facilities | <ul style="list-style-type: none"> • Community Residents | High | Minor | Minor | Minor |
| | | <ul style="list-style-type: none"> • Regular Motorists | Moderate | Minor | Minor | Minor |
| | | <ul style="list-style-type: none"> • Business Owners/ Employees/ Customers • Tourists/ Occasional Motorists | Low | Minor | Minor | Minor |
| | | <ul style="list-style-type: none"> • Parks/Recreational Area Visitors | Moderate | Minor | Minor | Minor |