



**Interstate 64/High Rise Bridge Corridor Study  
Environmental Assessment**

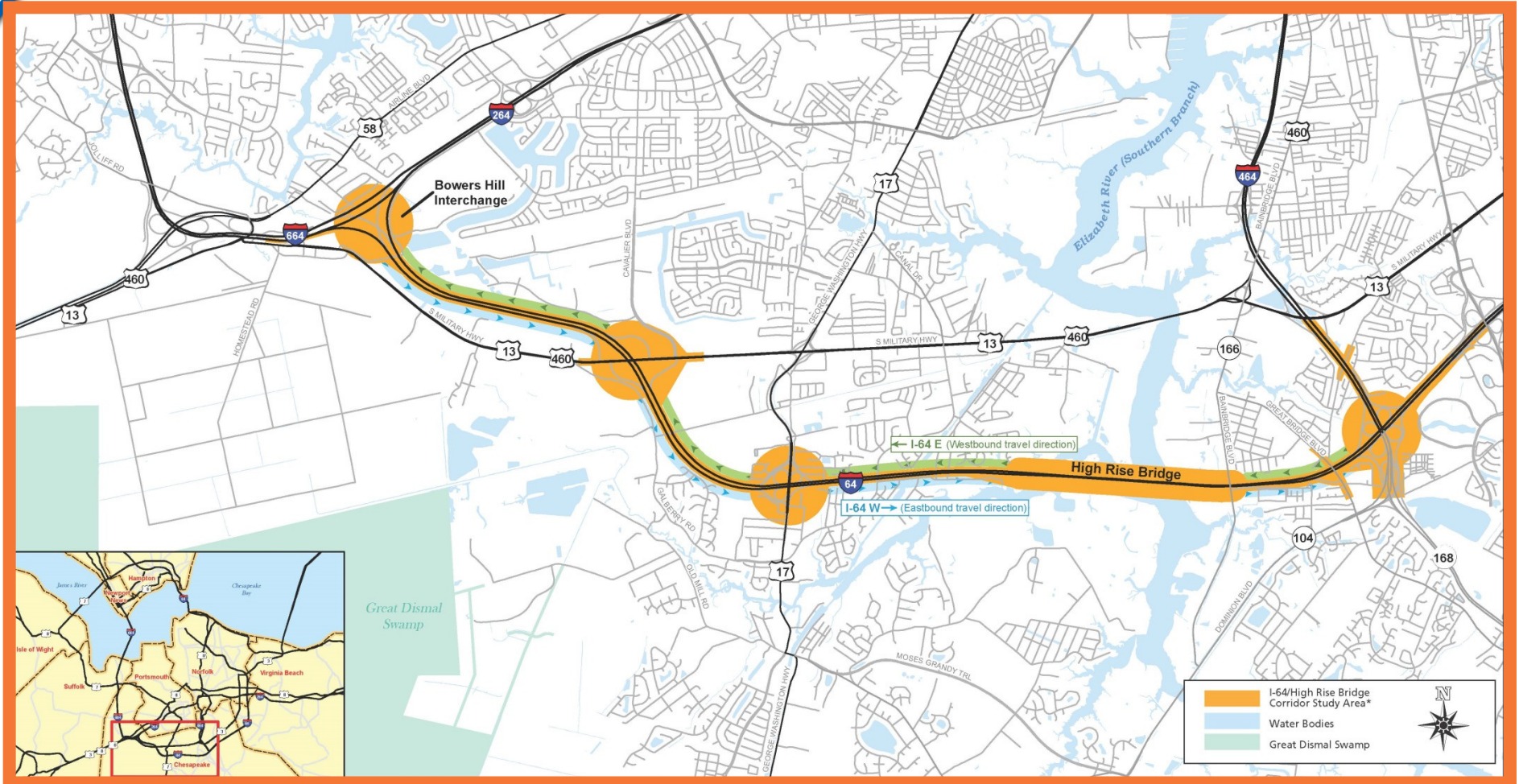
**Commonwealth Transportation Board Briefing**

January 13, 2015

**Scott Smizik**

Environmental Division

# Study Area



## Study Status

**July 1, 2013 – Initiated study per guidance from HB 1500**

**September 17, 2013 - Citizen Information Meeting**  
**Study need elements and range of alternatives**

**Draft Environmental Assessment (EA) – October 6, 2014**  
**Available for public review and comment through November 21, 2014**

**Location Public Hearing – November 6, 2014**  
**Findings of Environmental Assessment**





# PURPOSE AND NEED

## Improve Capacity



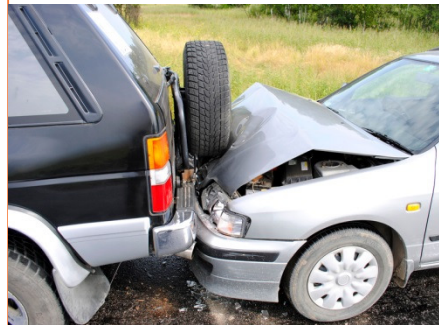
*To improve capacity, congestion, lane continuity, and intermodal connections must be addressed*



## Enhance Corridor Safety



*To enhance corridor safety, roadway design and congestion must be addressed.*



## Improve Emergency Evacuation



*To improve emergency evacuation, capacity, lane continuity, and roadway design must be addressed*



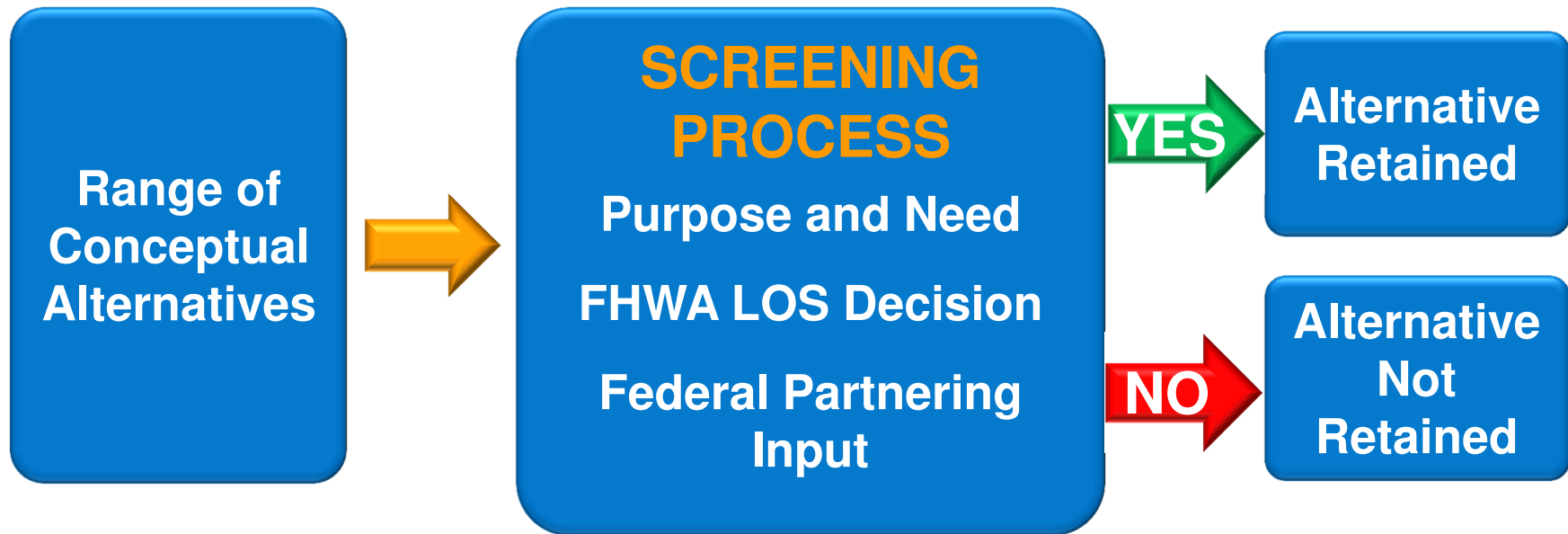
## Address High Rise Bridge Improvements



*To address High Rise Bridge improvements, capacity and design deficiencies must be addressed.*



## Alternatives Screening



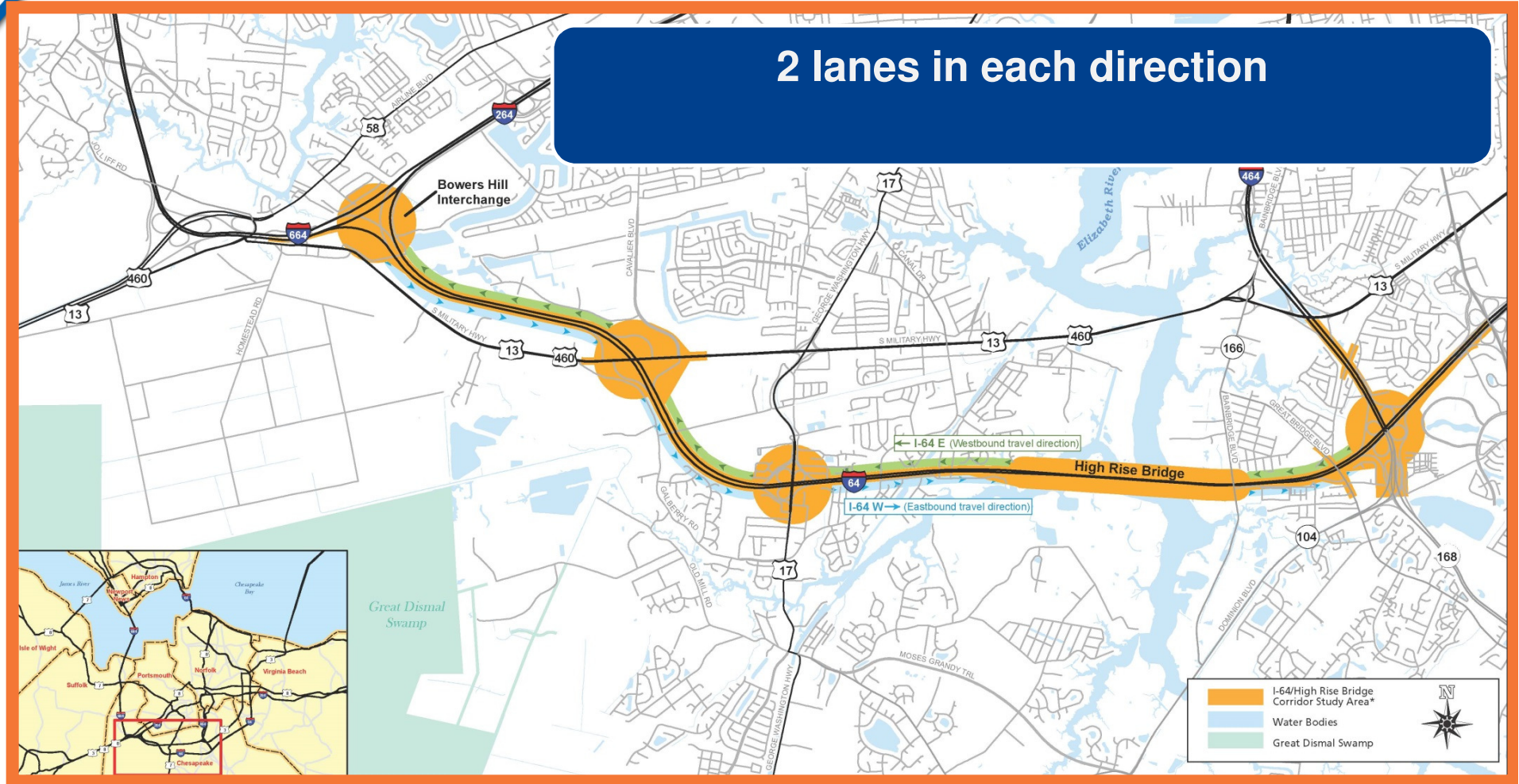
### Alternatives Retained

- No-Build Alternative
- Build-Eight Alternative (CBA 1)
- Build-Eight Managed Alternative (CBA 2)

### Range of Bridge Heights

95 feet to 135 feet

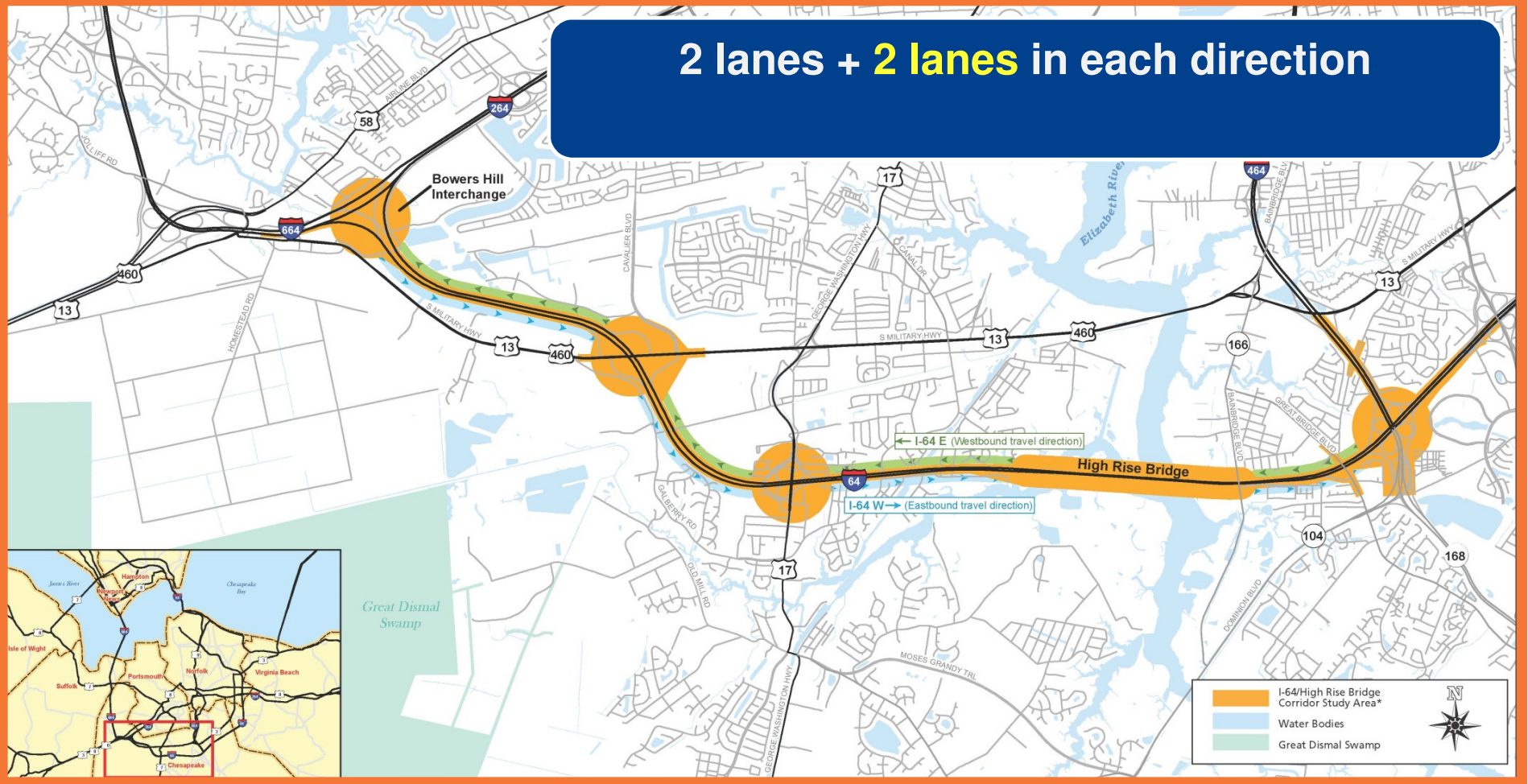
# No Build Alternative



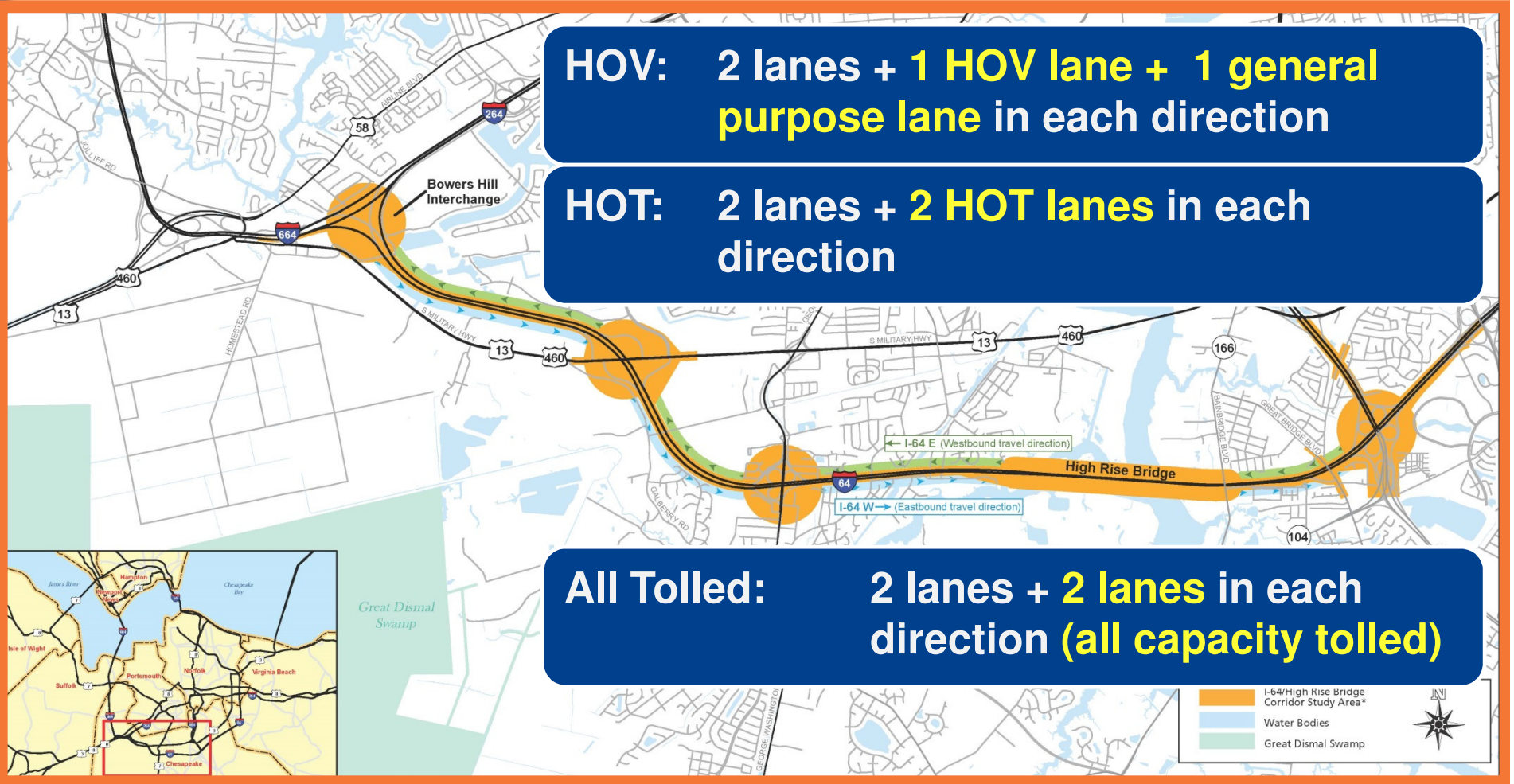


# CBA 1: Build Eight Alternative

2 lanes + 2 lanes in each direction

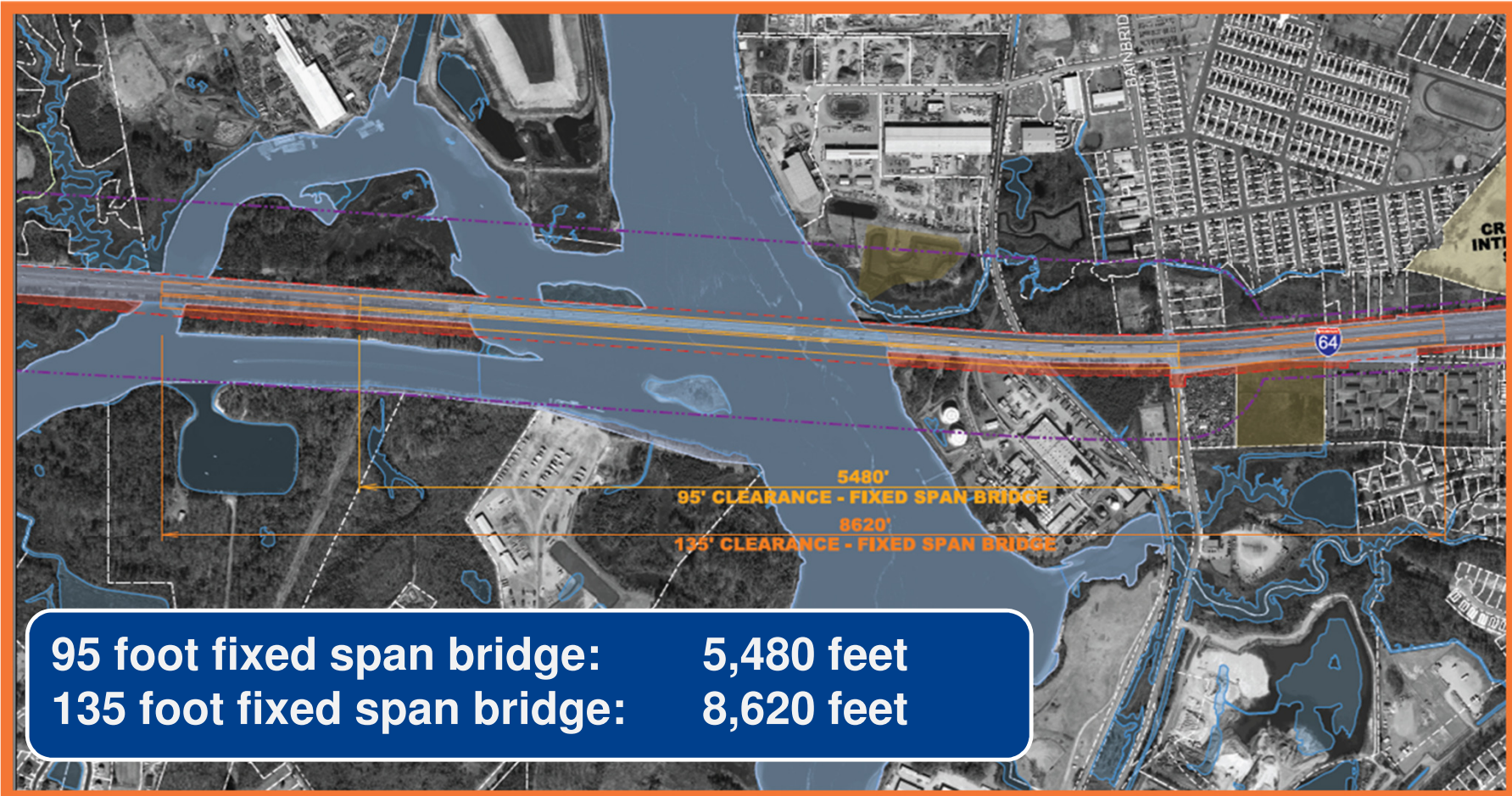


# CBA 2: Build Eight Managed Alternative





# Bridge Options



## Build Alternatives Cost Estimates (high/low range presented in millions)

	Bridge Height	Management Option	Bridge	ROW/ Utilities/ Mitigation	Mainline <sup>1</sup>	Total
CBA 1	95 Feet		\$290-\$400	\$420-\$770	\$470-\$690	\$1.2 - \$1.9
	135 Feet		\$460-\$630	\$510-\$910	\$460-\$670	\$1.4 - \$2.2
CBA-2	95 Feet	HOV/ All Tolled	\$290-\$400	\$420-\$770	\$470-\$690	\$1.2 - \$1.9
		HOT	\$300-\$420	\$440-\$790	\$480-\$700	\$1.2 - \$1.9
	135 Feet	HOV/ All Tolled	\$460-\$630	\$510-\$910	\$460-\$670	\$1.4 - \$2.2
		HOT	\$480-\$670	\$520-\$950	\$470-\$690	\$1.5 - \$2.3

## Environmental Impacts

Category	CBA 1		CBA 2	
	95 ft.	135 ft.	95 ft.	135 ft.
<b>Total Area of Alternative (acres)</b>	599.64	600.12	599.64	600.12
<b>Vacant Land tax parcels (no.)</b>	52	48	52	48
<b>Residential tax parcels (no.)</b>	132	132	132	132
<b>Business tax parcels (no.)</b>	49	47	49	47
<b>Tidal Streams (acres)</b>	2.14	1.88	2.14	1.88
<b>Non Tidal Streams (linear feet)</b>	5,098	5,098	5,098	5,098
<b>Wetlands (acres)</b>	22.37	20.80	22.37	20.80
<b>Floodplain (acres)</b>	33.89	29.73	33.89	29.73
<b>Forest and Vegetation (acres)</b>	272.52	268.75	272.52	268.75
<b>Section 4(f) Properties (acres)</b>	0.12	0.12	0.12	0.12



## Public Comments

### *Which alternative do you prefer?*

53% of respondents identified CBA-1

32% of respondents identified CBA 2

10% of respondents did not identify a preferred alternative

5% of respondents identified the No Build Alternative

### *Is there a specific management option/bridge height you prefer?*

63% of respondents provided no response or other information

26% of respondents indicated a 95-foot bridge

11% of respondents indicated no tolls

### **Other frequent comments**

Concern over construction time/cost

Anticipation of property impacts

Support for improvements

Concern over tolls

Desire for sound walls

Opinions on design

## Agency Comments

### City of Chesapeake

Endorses CBA-1 with 95-foot bridge structures

### Virginia Department of Historic Resources

No adverse effect

### U.S. Army Corps of Engineers

Ongoing dredging/navigation study could inform final bridge height decision

### U.S. Coast Guard

Continued coordination will allow for identification of appropriate design height

## Preferred Alternative Considerations

**Numerous similarities between the Build Alternatives**

### Alternative Differentiators

- **Multimodal Accommodation**
- **Lane Configurations/Traffic Operations**
- **Revenue Opportunity**



## Next Steps

1. **VDOT briefs HRTAC on location study and requests recommended alternative**
2. **CTB identifies the preferred alternative after HRTAC recommendation**
3. **VDOT documents the preferred alternative and responds to public comments in the Revised EA**
4. **HRTPO and VDOT commit funding/document the preferred alternative in appropriate planning documents**
5. **VDOT requests NEPA decision from FHWA**