



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

*Agenda item # 9*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 21, 2018

#### MOTION

**Made By: Mr. Malbon, Seconded By: Mr. Johnsen**  
**Action: Motion Carried, Unanimously**

**Title: Approval of Proposed Limited Access Control Changes**  
**(LACCs) for Interstate 64 Southside Widening High Rise Bridge Phase 1**  
**City of Chesapeake**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-64; and

**WHEREAS**, proposed State Highway Project 0064-131-811, P101, R201, C501, B662-B669, D637, D638 UPC 106692 (“I-64 Southside Widening and High Rise Bridge – Phase 1 Project” or “Project”) involves design and construction of one HOT lane in each direction, with the widening occurring in the median of the existing Interstate 64 bringing the corridor to six lanes and a new high-level High Rise Bridge with fixed span; and

**WHEREAS**, the proposed Project will be designed to accommodate a future project that will expand the corridor to a total of eight lanes, add capacity to a key evacuation route, improve safety by reducing congestion and improve additional safety and operational deficiencies along the Interstate 64 corridor in Chesapeake; and

**WHEREAS**, as a result of the design of the new lanes, bridge and the associated Stormwater Management Basins, the Limited Access Line along I-64 needs to be modified to encompass the realignment and the required stormwater management facilities in multiple locations along the corridor (Limited Access Control Change or LACC); and

**WHEREAS**, a Design Public Hearing was held at Deep Creek High School in Chesapeake, Virginia on October 26, 2016, between 5:00 pm and 7:00 pm for the purpose of considering the proposed Project; and

**WHEREAS**, proper notice of the Design Public Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, their statements being duly recorded; and

**WHEREAS**, plans presented at the Design Public Hearing indicated that the proposed changes in limited access control lines were not final, and could be adjusted at a later date; and

**WHEREAS**, the revised Limited Access Lines and New Limited Access Breaks will be documented in the approved Final Right of Way Plans for the Project; and

**WHEREAS**, the economic, social and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and

**WHEREAS**, the traffic analysis for the project was completed January 6, 2017 and approved by VDOT and FHWA; and

**WHEREAS**, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Impact Statement has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines and FHWA has issued a Finding of No Significant Impact (FONSI) for this project on August 22, 2016; and

**WHEREAS**, although the Project is in an air quality maintenance area the project will not have an adverse impact on air quality; and

**WHEREAS**, the FHWA has provided the approval for State Highway Project 0064-131-811, P101, R201, C501, B662-669, D637, D638 UPC 106692 and the proposed Design-Build Team LACCs on January 17, 2018; and

**WHEREAS**, the Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways; and

Resolution of the Board  
Interstate 64 Southside Widening and High Rise Bridge  
Phase I  
Proposed Limited Access Control Changes (LACC)  
City of Chesapeake  
February 21, 2018  
Page 3 of 3

**WHEREAS**, the City Manager of Chesapeake has, by letter dated November 17, 2016, endorsed the Project and the proposed LACCs as presented by the Design-Build Team; and

**WHEREAS**, the Hampton Roads Transportation Accountability Commission has endorsed this Project by resolution dated June 16, 2016; and

**WHEREAS**, the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met; and

**WHEREAS**, VDOT recommends approval of the modification of the Limited Access Control along I-64 and the additional right of way needed for drainage and storm water management facilities as shown on the Design-Build Team plans, Limited Access Line Adjustment Exhibits and those shown on the Final Right of Way Plans.

**NOW, THEREFORE, BE IT RESOLVED**, , in accordance with §33.2-401 of the Code of Virginia and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the I-64 corridor continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as proposed by the Design Build Team shown on the attached exhibits from the current locations to those shown on the Final Right of Way Plans.

**BE IT FURTHER RESOLVED**, the location of the limited access points are approved as proposed with such changes as deemed necessary and appropriate by the Chief Engineer and with the final locations of said limited access control areas and breaks in limited access to be shown on the Final Right of Way Plans for the project.

**BE IT FURTHER RESOLVED**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes**  
**I-64 Southside Widening and High Rise Bridge Phase I**  
**Project 0064-131-811, P101, R201, C501, B662-B669, D637, D638;**  
**UPC 106692**  
**City of Chesapeake**

**Issues:** The proposed project, State Highway Project 0064-131-811, P101, R201, C501, B662-B669, D637, D638; UPC 106692 (“I-64 Southside Widening and High Rise Bridge, Phase I” or “Project”) will include the addition of one proposed HOT lane in each direction in the median of the existing interstate, bringing the corridor to six lanes, and a new high-level High Rise Bridge with a fixed span. The project will require modification to the Limited Access Control Line along I-64, (Limited Access Control Change or LACC) in the City of Chesapeake, as proposed and noted in the attachment. Pursuant to §33.2-401, the Commonwealth Transportation Board (CTB) must approve this LACC.

The proposed Project will be designed to accommodate a future project that will expand the corridor to a total of eight lanes and will also add capacity to a key evacuation route and improve safety by reducing congestion. This project will improve capacity and mobility. Safety and operational deficiencies along the Interstate 64 corridor in Chesapeake will also be improved.

**Facts:**

- A Design Public Hearing was held on Wednesday October 26, 2016, between 5:00 pm and 7:00 pm at the Deep Creek high School 2900 Margaret Booker Drive, Chesapeake, VA 23323.
- Proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, their statements being duly recorded in emails and comment sheets.
- Plans presented at the Design Public Hearing indicated that the proposed changes in limited access control lines were not final, and could be adjusted at a later date.
- The revised Limited Access Lines and New Limited Access Breaks will be documented in the approved Final Right of Way Plans for the Project.
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other has been carefully reviewed.
- The traffic analysis for the project was completed January 6, 2017 and approved by VDOT and FHWA.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Impact Statement has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines and FHWA has issued a Finding of No Significant Impact (FONSI) for this project on August 22, 2016.
- This project is located in an air quality maintenance area the project will not have an adverse impact on air quality.

- The FHWA has provided the approval for State Highway Project 0064-131-811, P101, R201, C501, B662-669, D637, D638 UPC 106692 and the proposed Design-Build Team LACCs on January 17, 2018.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- The City Manager of Chesapeake has, by letter dated November 17, 2016, endorsed the Project and the proposed LACCs as presented by the Design-Build Team.
- The Hampton Roads Transportation Accountability Commission has endorsed this Project by resolution dated June 16, 2016.
- The proposed LACC is in compliance with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended that, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, that the I-64 corridor in Chesapeake continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as proposed by the Design Build Team shown on the attached exhibits from the current locations to those shown on the Final Right of Way Plans. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

**Action Required by CTB:** Virginia Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the limited access right of way modification, developed by the Design Build Team, and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACC.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-64 Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** There were one hundred and three (103) citizens that attended the meeting. Thirty-five (35) of the attendees submitted comment sheets and twenty-six (26) included written comments in their comment sheets. There were two (2) oral comments recorded by the court reporter at the meeting. In addition twelve (12) emailed comments and two (2) mailed-in comments were received by VDOT. An analysis of the comments indicates that thirty-two (32) of the forty-two (42) citizens who submitted comments expressed support for the project.



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

February 1, 2018

The Honorable Shannon Valentine  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Jerry L. Stinson II  
The Honorable Henry "Hap" Connors, Jr.  
The Honorable Mary Hughes Hynes  
The Honorable Allison DeTuncq  
The Honorable F. Gary Garczynski  
The Honorable Carlos M. Brown  
The Honorable Stephen A. Johnsen  
The Honorable F. Dixon Whitworth, Jr.  
The Honorable E. Scott Kasprovicz  
The Honorable Court G. Rosen  
The Honorable Marty Williams  
The Honorable John Malbon  
The Honorable Greg Yates

**Subject: Approval of Limited Access Control Changes (LACCs) on Interstate 64 Southside Widening and High Rise Bridge Phase 1 in the City of Chesapeake.**

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for limited access control changes (LACCs) for your consideration. The proposed limited access control changes on State Highway Project 0064-131-811, P101, R201, C501, B662-B669, D637, D638 provides for an adjustment in the limited access on Interstate 64 in the City of Chesapeake. These adjustments in limited access control are needed to provide road and bridge improvements on Interstate 64. It has been determined that these adjustments in limited access control are required for the project and are recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

A handwritten signature in blue ink that reads "Garjett W. Moore".

Garjett W. Moore, P.E.  
Chief Engineer



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Charles A. Kilpatrick, P.E.**  
Commissioner

January 5, 2018

Ms. Jessie Yung, P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-64  
Southside Widening and High Rise Bridge Phase 1  
Projects: 0064-131-811, P101, R201, C501, B662-670, D637-638  
Federal Project Number NHPP-0643(488)  
City of Chesapeake  
Request for Modified Limited Access Line

Dear Ms. Yung,

As you are aware, The Virginia Department of Transportation (VDOT) is administering a Design Build Contract developing plans for the widening of Interstate I-64 (I-64) in the City of Chesapeake between the I-264 interchange in Bowers Hill and the I-464 interchange, including a new parallel High Rise Bridge (HRB). This project constructs a new 12' managed lane and 12' paved shoulder in the median of I-64 in each direction, realigns the westbound lanes approaching the HRB and modifies the CD lanes east of the HBR and the ramp to Great Bridge Boulevard and significantly overlays the existing lanes for a length of 8.75 miles. I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The CTB approved the location of the project on March 18, 2015. The Federal Highway Administration (FHWA) provided the Finding of No Significant Impact, concluding the National Environmental Policy Act process, for this project on August 22, 2016.

As a result of the design of the new lanes, bridge and the associated Stormwater Management Basins, the Limited Access Line along I-64 needs to be modified to encompass the realignment and the required stormwater management facilities in multiple locations along the corridor. The amount of revised limited access is significantly less than that shown at the Design Public Hearing held on April 30, 2015.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access line along I-64 as shown on the attached plan sheets and the control point table.

Attached please find a Location Map, exhibits showing each of the individual areas of LACC, and letter of support from the City of Chesapeake.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on February 21, 2018.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501.

Sincerely,



Susan H. Keen, P.E.  
State Location and Design Engineer

JANICE L  
WILLIAMS

Digitally signed by JANICE L WILLIAMS  
DN: c=US, o=U.S. Government,  
ou=DOT FHWA Sacramento CA,  
ou=FHWA FHWA Sacramento CA,  
cn=JANICE L WILLIAMS  
Date: 2018.01.17 11:47:24 -0500

Approved: \_\_\_\_\_ Date \_\_\_\_\_

Enclosure  
Exhibits



Office of the City Manager  
306 Cedar Road  
Chesapeake, Virginia 23322  
Office: (757) 382-6166  
Fax (757) 382-6507  
TDD: (757) 382-8214

November 17, 2016

Mr. James Utterback  
District Administrator  
VDOT - Hampton Roads District  
1700 North Main Street  
Suffolk, VA 23434

**RE: High Rise Bridge, Phase 1**

Dear Jim:

During the October 25, 2016 City Council work session, City staff briefed Council that VDOT is advancing the first phase of the I-64/High Rise Bridge Improvement Project, which will add an additional lane in each direction and construct a new bridge south of the existing bridge; new lanes will be "managed lanes" meaning HOV or High Occupancy Toll (HOT) lanes. The contract award is anticipated in September 2017 with construction completion scheduled for February 2021.

As you know, on September 8, 2015, City Council adopted a resolution endorsing the *8 Lane Build-Managed Lane Concept* as presented by VDOT as part of the Environmental Assessment. Since this project is now being phased, we understand that VDOT is requesting a letter from the City of Chesapeake expressing concurrence with the phased approach.

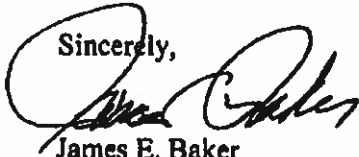
Phase 2 includes widening to the ultimate 8 lane section and is scheduled for completion by 2032 per the recently adopted HRTAC financing plan. Likewise, improvement of the Bowers Hill interchange is scheduled for completion by 2032 per the HRTAC plan.

We briefed City Council again on November 15, 2016, relaying that I would be sending this letter endorsing the phased approach to delivering this critically important transportation project.

As always, we very much appreciate VDOT's continued support of Chesapeake and our residents.

Mr. James Utterback  
November 17, 2016  
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "James E. Baker". The signature is fluid and cursive, with a large initial "J" and "B".

James E. Baker  
City Manager

JEB:sc

c: The Honorable Mayor and Members of City Council  
Jan L. Proctor, City Attorney  
Robert N. Geis, Deputy City Manager  
Dr. Wanda Barnard-Bailey, Deputy City Manager  
Eric J. Martin, Director of Public Works  
Earl Sorey, Assistant Director of Public Works  
Ricardo Correa, VDOT



## HRTAC RESOLUTION 2016-11

### **HIGH RISE BRIDGE CONSTRUCTION PROJECT: APPROVAL OF ALLOCATION OF FUNDS FOR STANDARD PROJECT SERVICES TO SUPPORT RIGHT OF WAY AND CONSTRUCTION PHASE FOR I-64 SOUTHSIDE WIDENING AND HIGH RISE BRIDGE - PHASE I, AND AUTHORIZATION TO WORK WITH VDOT TO PREPARE AND FINALIZE PROJECT AGREEMENT (UPC 106692)**

**WHEREAS**, the I-64 Southside Widening and High Rise Bridge Project (UPC 106692) (the "High Rise Bridge" or "Project"), which this project component involves the Right of Way and construction of widening I-64 from four to six lanes from east of I-264 to east of I-464 and construction of a four lane capacity fixed span interstate highway bridge adjacent to the existing High Rise Bridge ("Phase I"), is one of the projects included in the Commission's funding plan adopted by the Commission on March 17, 2016 (the "Funding Plan");

**WHEREAS**, the necessary dimensional clearances of the navigable waterway under the new bridge alignment for Phase I have been resolved and the Virginia Department of Transportation ("VDOT") is prepared to advance the Right of Way acquisition and construction of Phase I of the Project;

**WHEREAS**, the Commission has previously allocated \$20,000,000 of this \$600,000,000 Phase I Project cost for the Preliminary Engineering Phase of work on the Project;

**WHEREAS**, VDOT has identified \$580,000,000 in remaining cost for the Right of Way acquisition and construction of Phase I of the Project and has requested allocation of funds to this Phase I work;

**WHEREAS**, the Commission and VDOT engagement for the additional Phase I work would be made pursuant to a Standard Project Agreement to be negotiated, executed and delivered between the parties (the "Project Agreement");

**WHEREAS**, the Commission is prepared to allocate from the Hampton Roads Transportation Fund ("HRTF") an additional \$580,000,000 to the Project, which would be expended under the Project Agreement (when executed and delivered), which agreement would include a provision stating that if any federal and/or state (e.g., HB2) funds are awarded to the Project, the benefit of the additional funding will be reflected in an amendment (to re-size or float down the funds allocated by HRTAC).

**NOW, THEREFORE, BE IT RESOLVED**, that the Commission reaffirms its interest in the I-64 Southside Widening and High Rise Bridge Project (UPC 106692), Phase I Right of Way and construction of widening I-64 from four to six lanes from east of I-264 to east of I-464 and



construction of a four lane capacity fixed span interstate highway bridge adjacent to the existing High Rise Bridge, and approves the allocation of \$580,000,000 of HRTF Fund revenues for the Phase I Project, which will be allocated among Fiscal Years 2017, 2018, 2019, 2020 and 2021 as set forth below:

- FY2017, \$6,000,000 Hampton Roads Transportation Fund (HRTF)
- FY2018, \$114,000,000 HRTF
- FY2019, \$170,000,000 HRTF
- FY2020, \$166,000,000 HRTF
- FY2021, \$124,000,000 HRTF
- Total allocated HRTF funds to support ROW and Construction, Phase I - \$580,000,000;  
and

**BE IT FURTHER RESOLVED**, that the Commission authorizes the Executive Director and HRTAC counsel to work with VDOT to prepare and finalize a Project Agreement that can be presented to the Commission, for its review, consideration and potential approval at the Commission's September, 2016 meeting.

**APPROVED and ADOPTED** by the Hampton Roads Transportation Accountability Commission at its meeting on the 16th day of June, 2016.

William D. Sessoms, Jr.  
Chair

Hampton Roads Transportation  
Accountability Commission

Clyde A. Haulman  
Vice-Chair

Hampton Roads Transportation  
Accountability Commission

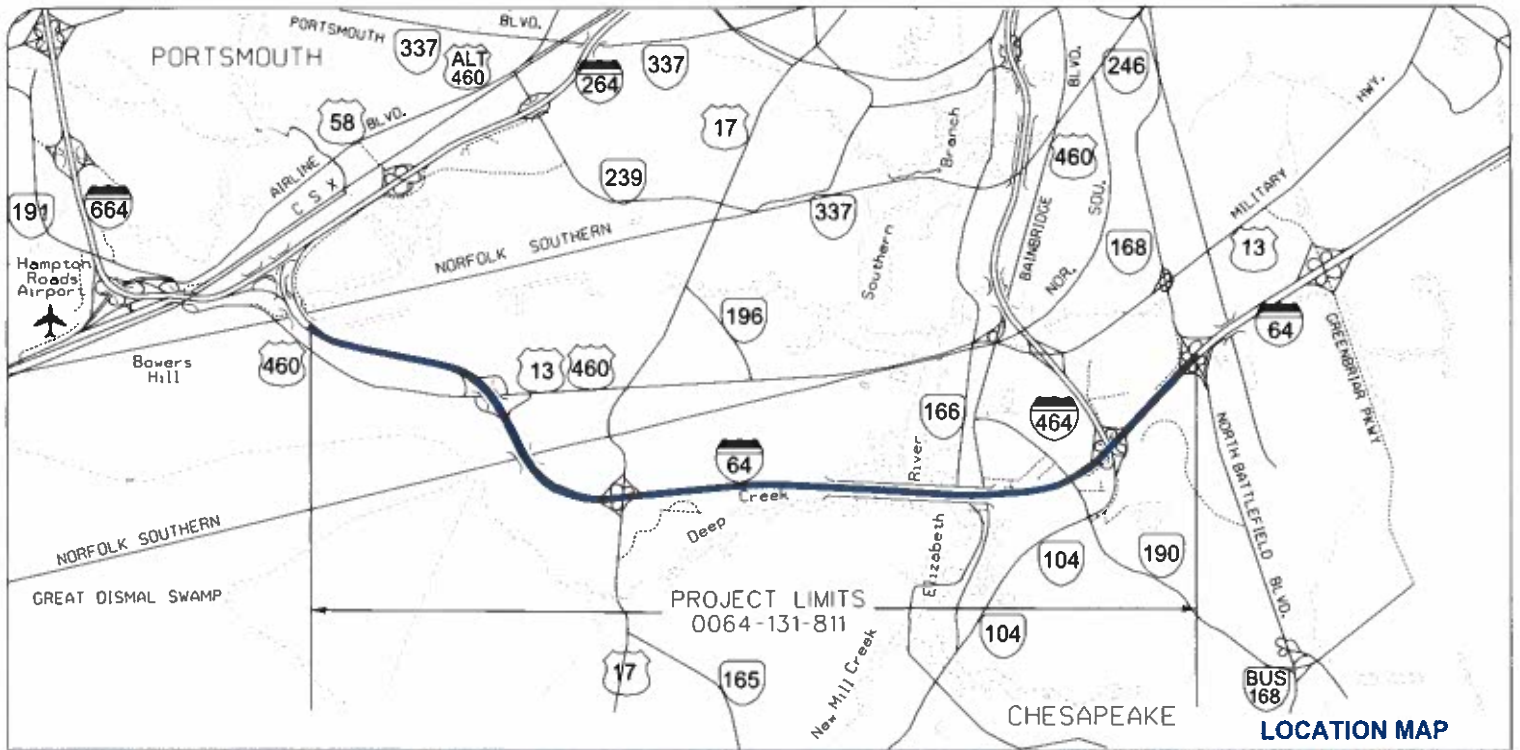
Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.



**Notes**

**Legend**

**Disclaimer**

These plans are unfinished and unapproved and are not to be used for any type of construction or the installation of Right of Way. Additional easements for Right of Way may be required beyond the proposed Right-of-Way shown on these plans.

**Project Location**

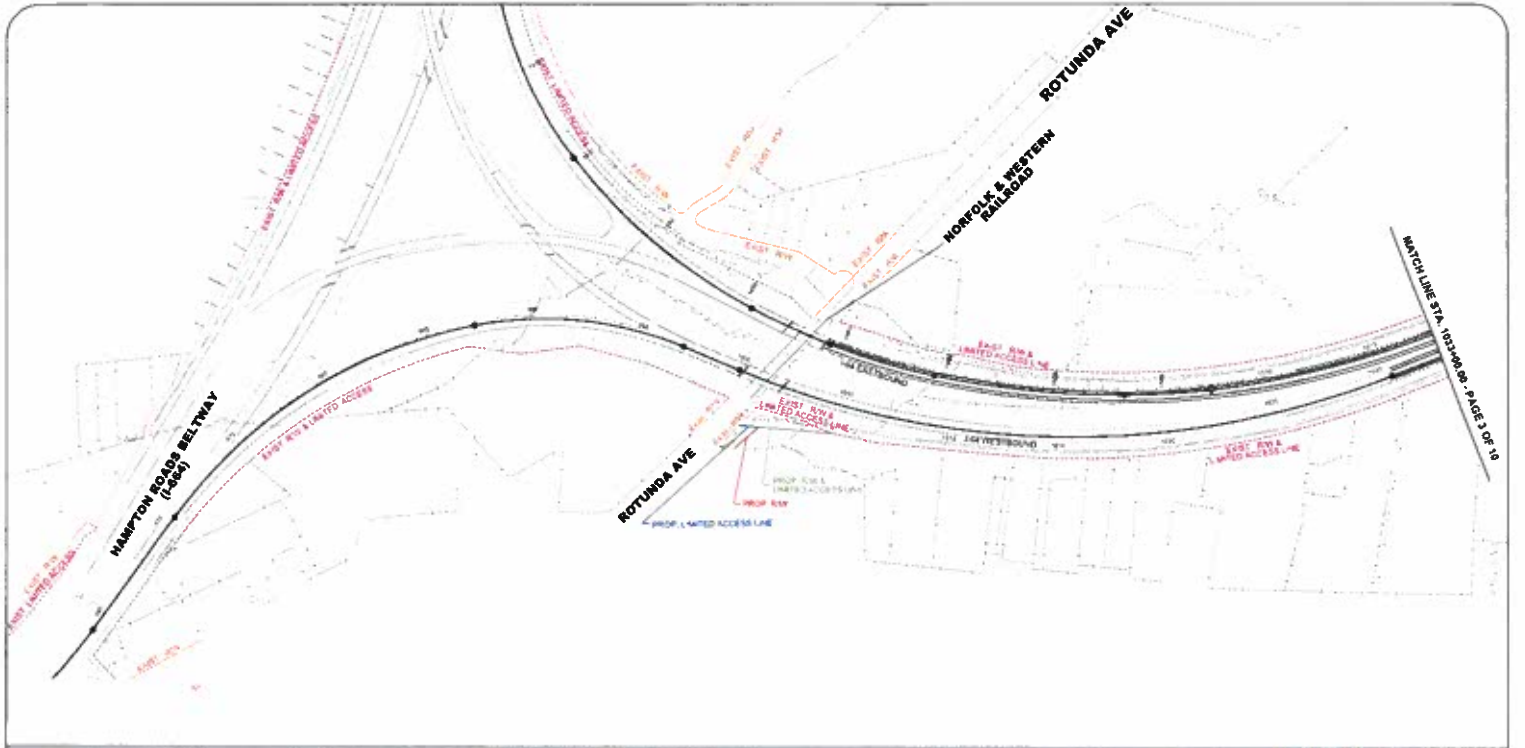
**North Arrow & Scale**

**GRANITE PARSONS CORMAN**

**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

FROM: 0.295 MILES EAST OF I-264  
TO: 1.018 MILES EAST OF I-464


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**Notes**

**Disclaimer:**  
 These plans are unperfected and unapproved and are not to be used for any type of construction or the installation of Right of Way. Additional easements for Right of Way may be required beyond the proposed Right-of-Way shown on these plans.

Legend	Project Location
East Right-of-Way	
East Limited Access Line	
East RW & Limited Access Line	<b>North Arrow &amp; Scale</b> 
Prop. RW & Limited Access Line	
Prop. RW	
Prop. Limited Access Line	

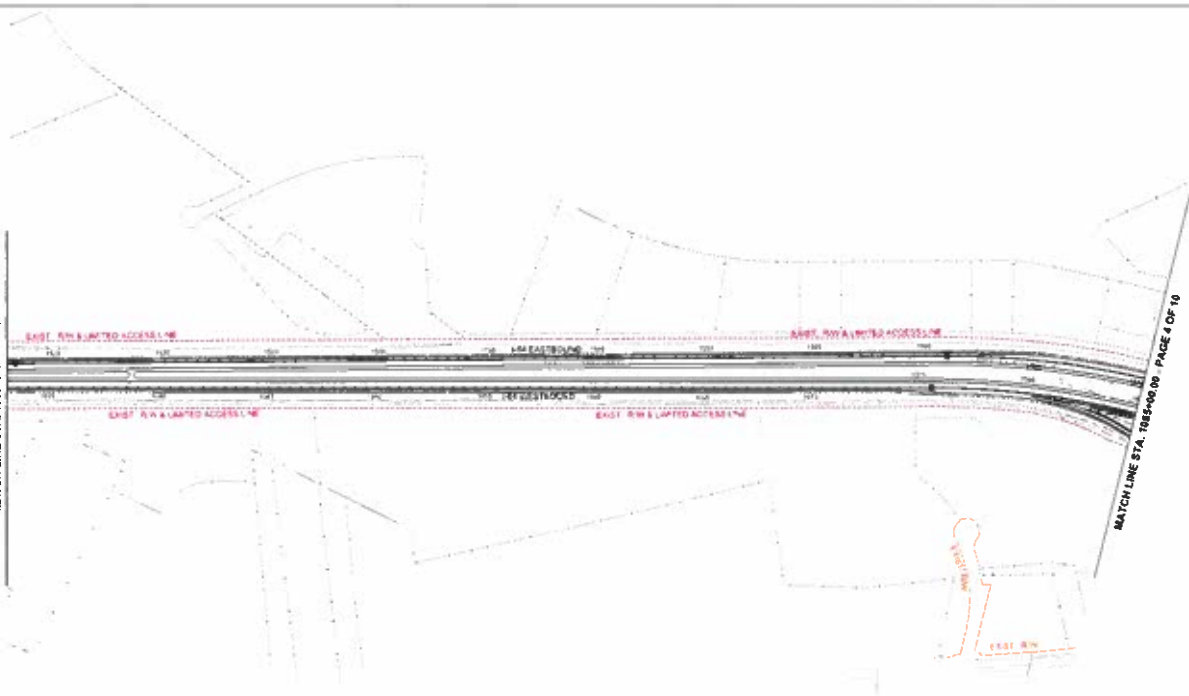


**GRANITE PARSONS COLIMAN**

**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

PAGE 2 OF 10

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### LIMITED ACCESS LINES

#### Notes

#### Think Blue

These plans are unreviewed and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Equipments for Right of Way may be required beyond the proposed Right-of-Way shown on these plans.

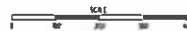
#### Legend

- Exis. R/W of this
- Exis. Limited Access Line
- Exis. R/W & Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

#### Project Location

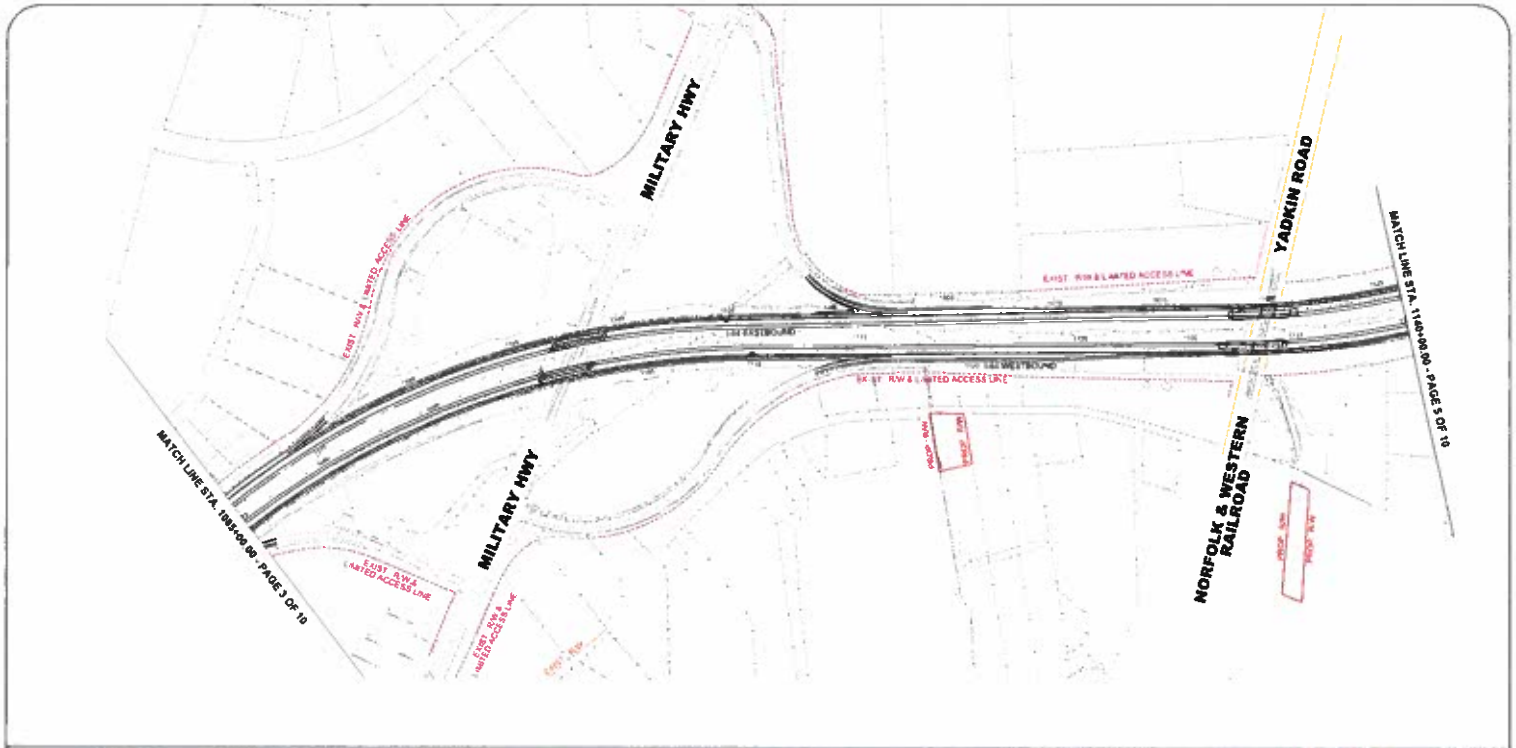


#### North Arrow & Scale



## I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1



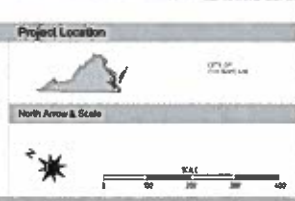


**Notes**

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of Rights of Way. Additional easements for Right of Way may be required beyond the proposed Right-of-Way shown on these plans.

**Legend**

	Exist. Right of Way
	Exist. Limited Access Line
	Prop. RW & Limited Access Line
	Prop. RW
	Prop. Limited Access Line



**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

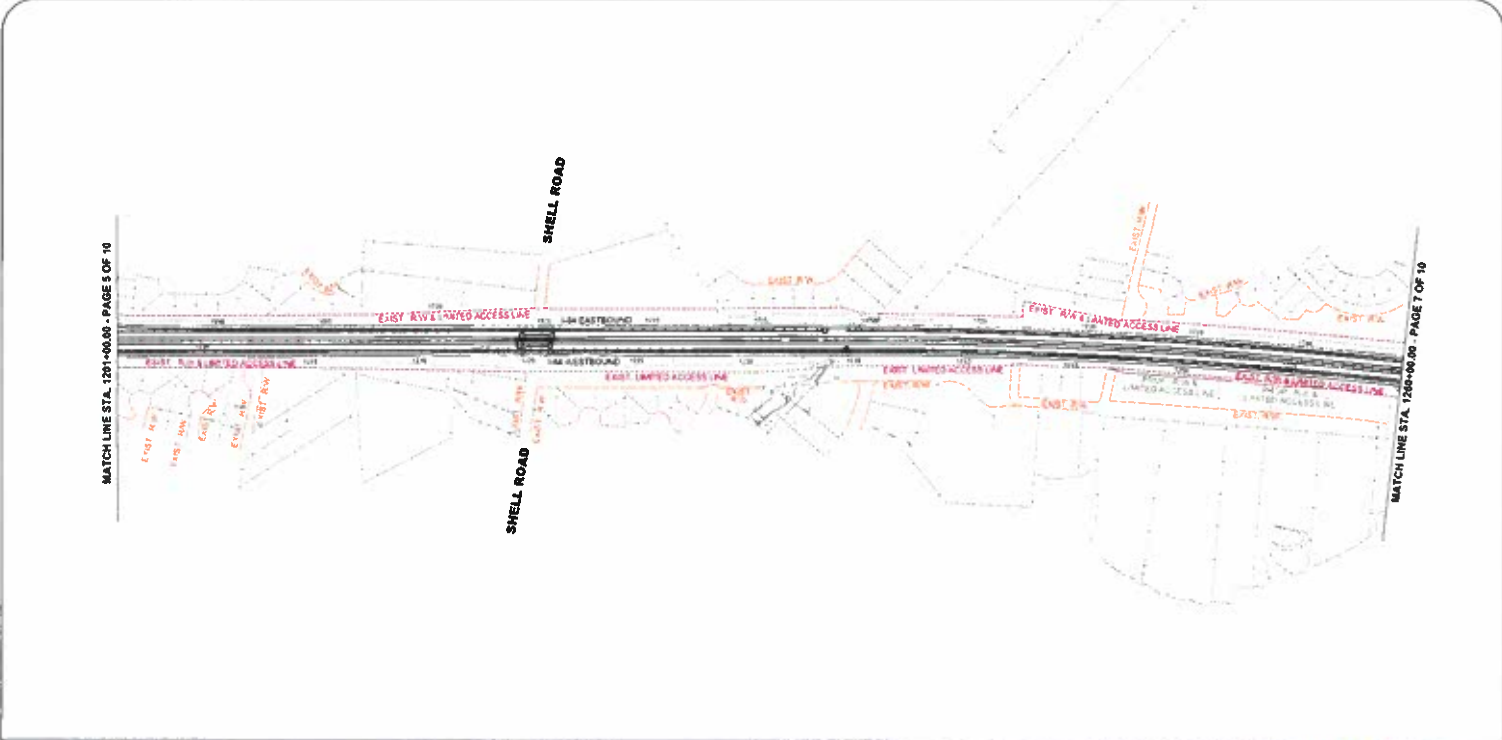
PAGE 4 OF 10



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SHELL ROAD

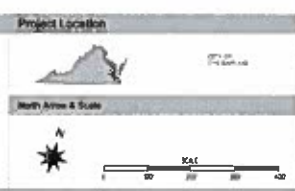


**Notes**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easements for Right of Way may be required beyond the proposed Right-of-Way shown on these plans.

**Legend**

- Easement Right of Way
- Easement Limited Access Line
- Easement Limited Access Line
- Prop. Right of Way Limited Access Line
- Prop. Right of Way
- Prop. Limited Access Line

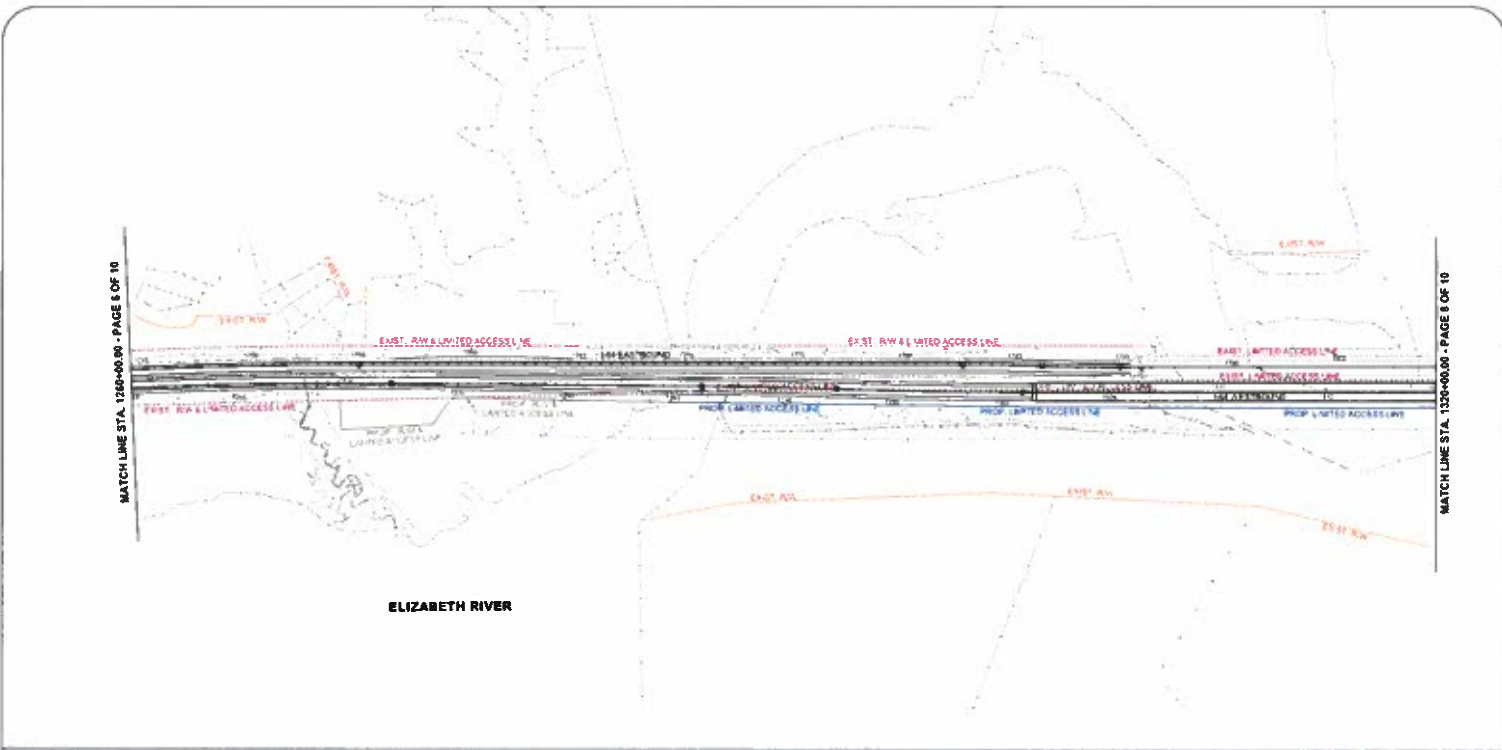


**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

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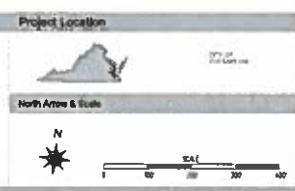
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**Notes**

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional easements for Right of Way may be required beyond the proposed right-of-way shown on these plans.

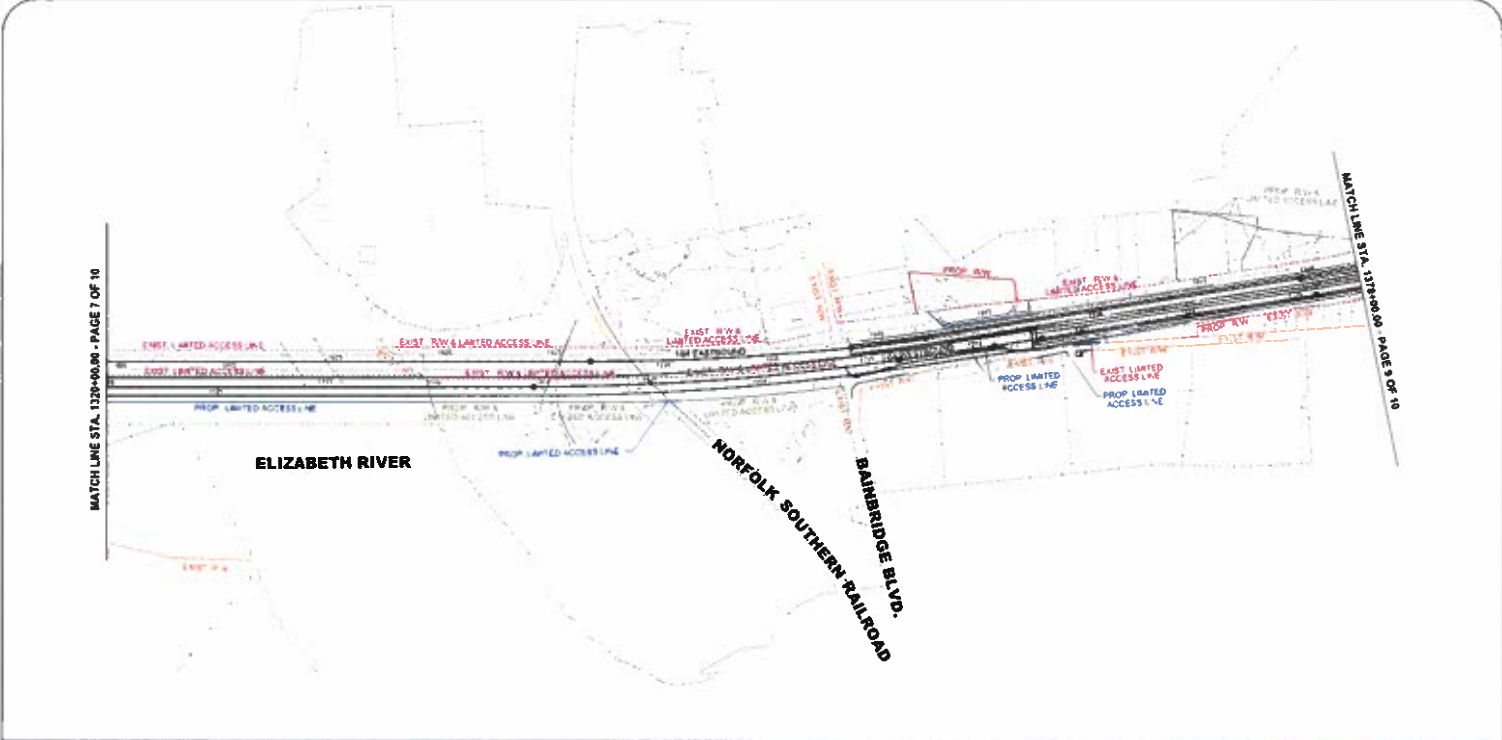
Legend	
	Exist. Right of Way
	Exist. Limited Access Line
	Exist. RW 41 Limited Access Lane
	Prop. RW 41 Limited Access Lane
	Prop. RW
	Prop. Limited Access Line



**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

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I-64 Southside Widening and Highrise Bridge, Phase 1, City of Chesapeake Virginia - Base Project 1000-1004-1, PERM, SEAS, 02/11 - LPMC 10000 - Federal Project 1000-1004-100

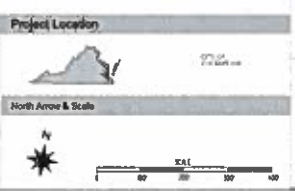



**Notes**

These plans are prepared and approved and are not to be used for any type of construction or the acquisition of Right of Way, without a separate Right of Way map as required beyond the proposed right-of-way shown on these plans.

**Legend**

	East Right of Way
	East Limited Access Line
	East RW & Limited Access Line
	Prop. RW & Limited Access Line
	Prop. RW
	Prop. Limited Access Line

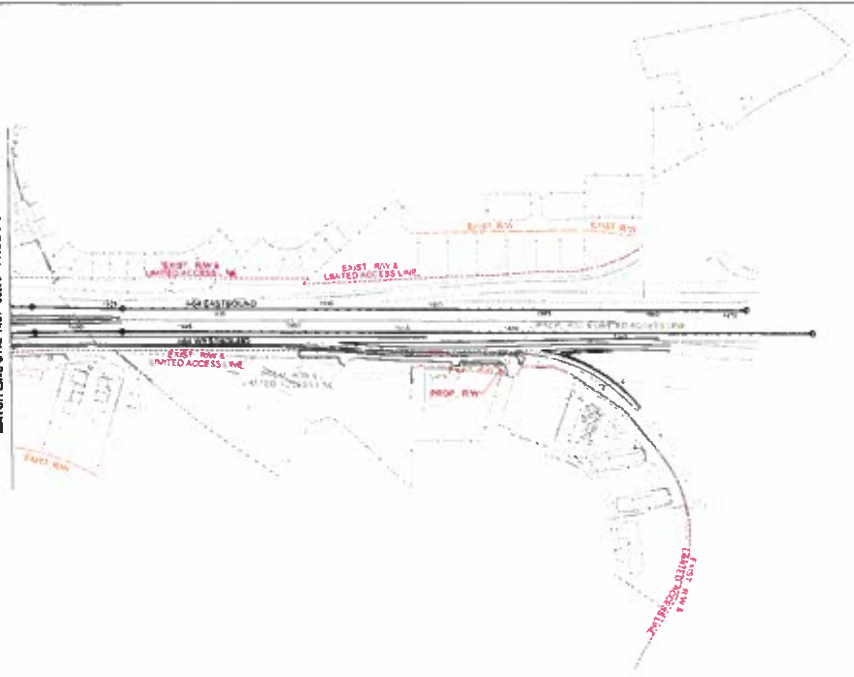



**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**

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MATCH LINE STA. 1437+00.00 - PAGE 9 OF 10



Notes

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of Right of Way, additional easements for Right of Way may be required beyond the proposed right-of-way shown on these plans.

Legend

- Exist. Right of Way
- Exist. Limited Access Line
- Exist. R/W & Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

Project Location



North Arrow & Scale



**I-64 SOUTHSIDE WIDENING AND HIGHRISE BRIDGE, PHASE 1**