

Welcome



Widening and High Rise Bridge Replacement

Environmental Assessment

Citizen Information Meeting

Thank You

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Reference *"I-64 Widening / High Rise Bridge"* in subject line

For more information or to comment online, please visit the project website:
http://www.vdot.virginia.gov/projects/hamptonroads/i-64_high_rise_bridge_replacement.asp

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Widening and High Rise Bridge Replacement | Environmental Assessment

The study seeks to address the following:

- Roadway system capacity and lane continuity
- Mainline, interchange, and bridge deficiencies
- Safety
- Hurricane evacuation
- Multimodal opportunities
- High Rise Bridge maintenance/replacement

1989 Southeastern Virginia Regional 2010 Highway Needs Study

- Identified need to improve the corridor
- Predicted heavy congestion by 2015

1995 Congestion Management System

- Recommended adding one (1) general purpose lane in each direction (total lanes = six (6))

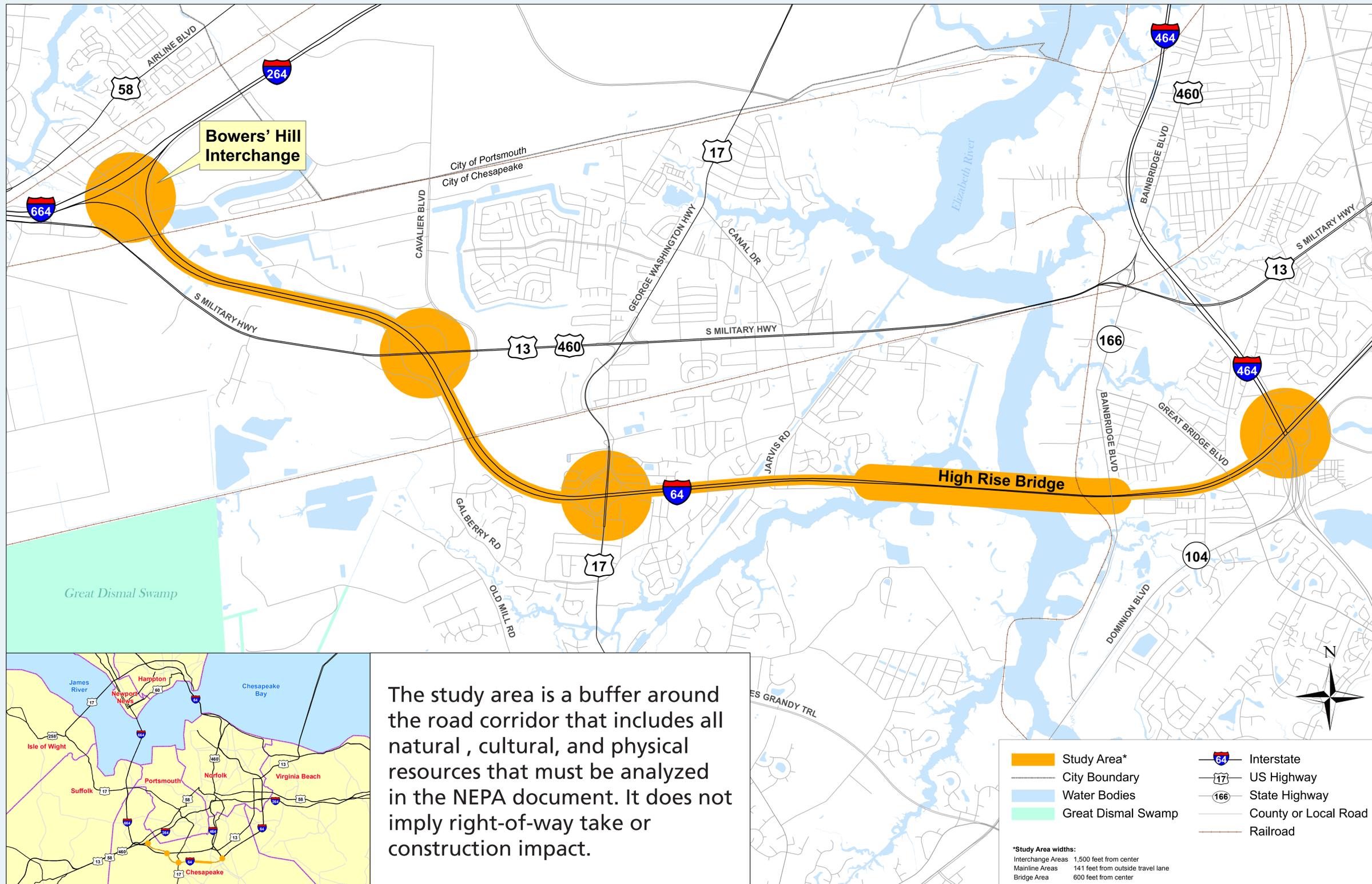
1997 Environmental Assessment from Battlefield Blvd. to Great Bridge Road

- Preferred Alternative: Add one (1) HOV lane and one (1) general purpose lane in each direction (total lanes = eight (8))
- 2007 Revised EA shifted the western terminus of the 1997 EA to the I-464 Interchange
- Funding not available for design/construction

1999 Great Bridge Blvd to I-264/I-664 Environmental Assessment

- Preferred Alternative: Add one (1) HOV lane and one (1) general purpose lane in each direction (total lanes = eight (8)) and the phased construction of two identical, four (4)-lanes, high-level bridges
- Funding not available for design/construction

Study Area



The study area is a buffer around the road corridor that includes all natural, cultural, and physical resources that must be analyzed in the NEPA document. It does not imply right-of-way take or construction impact.

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Traffic volumes expected to increase by over 40 percent in the next 20 years



- Current Level of Service: E (4-lanes)
- Projected Level of Service: F (4 lanes)
- Currently, accidents exceed regional average in east bound lanes approaching the High Rise Bridge and west bound lanes approaching and through Bowers' Hill
- Average AM peak hour speed toward Virginia Beach: 37 mph
- Average PM peak hour speed toward Suffolk: 49 mph
- Second highest source of truck delay in Hampton Roads
- Traveling from Bowers' Hill to George Washington Highway during AM or PM peak periods requires four times the free-flow travel time

Level of Service (LOS)

	LOS A Free Flow
	LOS B Unimpeded Flow
	LOS C Stable Flow
	LOS D Approaching Unstable Flow
	LOS E Unstable Flow
	LOS F Breakdown Flow

Level of service (LOS) is a measure used to describe traffic operations with LOS A representing the best or free flowing conditions and LOS F representing the worst or very congested conditions.

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Schedule

TASK	2013	2014
PROJECT INITIATION	July - August	
PROJECT SCOPING / CITIZEN INFORMATION MEETING	August - September	
ENVIRONMENTAL STUDIES / IMPACT ANALYSIS	September - April	
DRAFT ENVIRONMENTAL ASSESSMENT		September
LOCATION PUBLIC HEARING		October
CTB DECISION		November
REVISED ENVIRONMENTAL ASSESSMENT		December
FHWA DECISION	<p><i>FHWA Decision: FHWA cannot issue a NEPA decision (e.g. Finding of No Significant Impact) on this project until funding is identified for construction in the MPO's Constrained Long Range Plan (CLRP) and the next subsequent (i.e. post-NEPA) phase is funded in the MPO's Transportation Improvement Program (TIP). Once addressed, a NEPA decision can be issued and the project can proceed to the next phase.</i></p>	

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The following resource topics will be considered in the EA:

- Air Quality
- Cultural Resources
- Farmland and Soils
- Hazardous Materials
- Indirect and Cumulative Effects
- Natural Resources
(Wetlands, Floodplains,
Endangered Species, Wildlife,
Water Quality)
- Noise
- Right-of-Way/Relocations
- Section 4(f) and 6(f) Properties
- Socio-Economics / Land Use
- Traffic