



COMMONWEALTH of VIRGINIA

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

Charles A. Kilpatrick, P.E.
Commissioner

December 12, 2016

MEMORANDUM

REQUEST FOR DESIGN PUBLIC HEARING APPROVAL I-64 Southside widening and High Rise Bridge Phase I

From: Barton A. Thrasher, P.E.
State Location and Design Engineer

To: Mohammad Mirshahi, P.E.
Deputy Chief Engineer

Project #: 0064-131-811, P101, R201, C501, B-662 through 670, D-637 through 638
Federal Project #: NHPP-064-3(488)
UPC: 106692
City of Chesapeake

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a **Design Public Hearing** was held for the above mentioned project on Wednesday October 26, 2016, between 5:00 p.m. and 7:00 p.m. at the Deep Creek High School, located at 2900 Margaret Booker Drive, in the City of Chesapeake, Virginia.

The project purpose is to increase capacity and mobility and improve safety and operational deficiencies to the Interstate I-64 corridor in the City of Chesapeake. The proposed project will add a single 12' HOT lane, 12-14' paved shoulder and 4' foot buffer in each direction in the median of the existing highway, widening the existing four lane facility to six lanes, over a distance of 7.08 miles. The project will also construct a new high-level bridge, with a fixed span, over the Southern Branch of the Elizabeth River, Norfolk Portsmouth Beltline Railroad and Route 166 (Bainbridge Boulevard), south of the existing High Rise Bridge, to carry Westbound I-64 traffic. The project extends from 0.573 mile east of Route I-264 at Bowers Hill to 0.943 mile east of Route I-464 and ties into the previous widening completed with the I-64/Battlefield Boulevard widening project.

A Location Public Hearing was held for the I-64 Corridor between I-264 at Bowers Hill and I-464 on November 6, 2014 at the Tidewater Community College Portsmouth Campus. The Commonwealth Transportation Board approved the preferred alternative, known as CBA 2, on March 18, 2015. Project delivery will be via Design-Build procurement. The Project will be funded with Hampton Roads Transportation Funds (HRTF) allocated by the Hampton Roads Transportation Accountability Commission (HRTAC).

Citizens were provided the following information in the form of a project brochure or displays:

- The NEPA Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the I-64 Corridor from I-264 to I-464 dated August 22, 2016 were available at the hearing.
- The existing typical section on Interstate I-64 provides four (4) twelve (12) foot lanes, two (2) in each direction, with ten (10) foot outside paved shoulders and three (3) foot median paved shoulders and ditches.
- The proposed typical section on I-64 will provide two (2) twelve (12) foot general purpose lanes and one (1) High Occupancy Toll (HOT) lane, separated by a 4' buffer in each direction, with ten (10) foot outside paved shoulders and twelve to fourteen (12-14) foot paved median shoulders and a variable width median with guardrail or barrier as appropriate.
- The new Westbound I-64 High Rise Bridge will have a typical section of three (3) twelve (12) foot lanes, the four (4) foot buffer, a fifteen (15) foot median shoulder and a twenty seven (27) outside shoulder. The additional width is necessary for maintenance of traffic during Phase 2 construction, when the bridge will be required to maintain three (3) lanes in each direction, while the existing High Rise Bridge is demolished and replaced.
- The existing pavement will be overlaid with asphalt concrete.
- The project will also include bridge widenings over Route 13 (Military Highway), Yadkin Road/Norfolk Southern Railroad and Shell Road and the replacement of the Great Bridge Boulevard bridge over I-64.
- The current average daily traffic (ADT) on Interstate I-64 is 93,900 vehicles per day and this is anticipated to increase to 135,600 vehicles per day by the design year of 2037, with 7% trucks.
- The construction of the project has right of way impacts to 27 parcels and will not displace any residences, businesses or non-profit organizations.
- The project cost is estimated at \$20,000,000 for preliminary engineering, \$40,000,000 for right-of-way and utilities and \$540,000,000 for construction, management and oversight. The total estimated cost is \$600,000,000.
- The tentative schedule for advertisement of the RFP for Design Build is December 2016, with award in autumn 2017. Project completion is expected in early 2021.

One hundred six (106) citizens attended the hearing. There were forty nine (49) written and two (2) oral comments received for the record. Thirty two (32) supported the project as proposed, seven (7) opposed the project and the remainder were noncommittal or had specific concerns.

One (1) Roadway Design Exception, pertaining to shoulder width, and one (1) Roadway Design Waiver, pertaining to shoulder width, have been approved.

Two (2) Bridge Design Exceptions, pertaining to the existing bridge outside shoulder width and bridge clearance, and eight (8) Bridge Design Waivers pertaining to shoulder width, vertical clearance, deck width, steel usage and post-tensioning, have been approved.

The City of Chesapeake, by letter dated November 17, 2016 from City Manager James E. Baker, expressed support for the project.

The Hampton Roads District Preliminary Engineering Manager, Peter G. Reilly, P.E., by letter dated December 6, 2016, has recommended approval of the major design features as proposed and presented at the Public Hearing held April 30, 2015, with the following modifications:

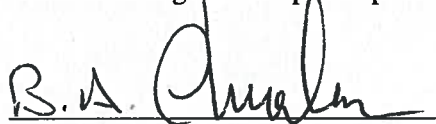
- Added Parcel 024 on Sheet 11 for a potential SWM facility.
- Adjusted proposed RW and LA line and added a proposed permanent easement on Sheets 22 and 23 to reduce wetland impacts and impacts to Parcels 008 and 009.

Mr. Mohammad Mirshahi, P.E.
Project #: 0064-131-181, P101, R201, C501, B662-670, D637-638
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- Adjusted proposed RW and LA line on Sheets 24 and 25 to reduce impacts Parcel 010.
- Adjusted proposed RW and LA line on Sheet 29 to reduce impacts Parcel 013 and avoid impacts to existing billboard.
- Added Parcel 025 on sheet 28 to designate railroad property.
- Revised construction baseline to end at private entrance, revised proposed RW and LA line and added temporary and permanent easements and revised drainage on Sheets 35 and 36 to minimize impacts to parcel 017.

The Assistant State Location and Design Engineer, Richard C. Worssam, P.E. has reviewed the submitted documents and concurs with District's recommendation for approval of the major design features as proposed and presented at the Public Hearing held October 26, 2016, with the modifications noted above.

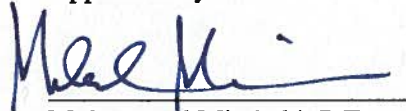
I concur with staffs' recommendation that the major design features for the above project be approved, as proposed and presented at the Public Hearing, with the modifications noted. Attached are copies of the Public Hearing Transcript and plans for your use in consideration of this request.



Barton A. Thrasher, P.E.
State Location and Design Engineer

Date: 12/12/16

Approved By:



Mohammad Mirshahi, P.E.
Deputy Chief Engineer

Date: 12/13/16

Attachments