



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

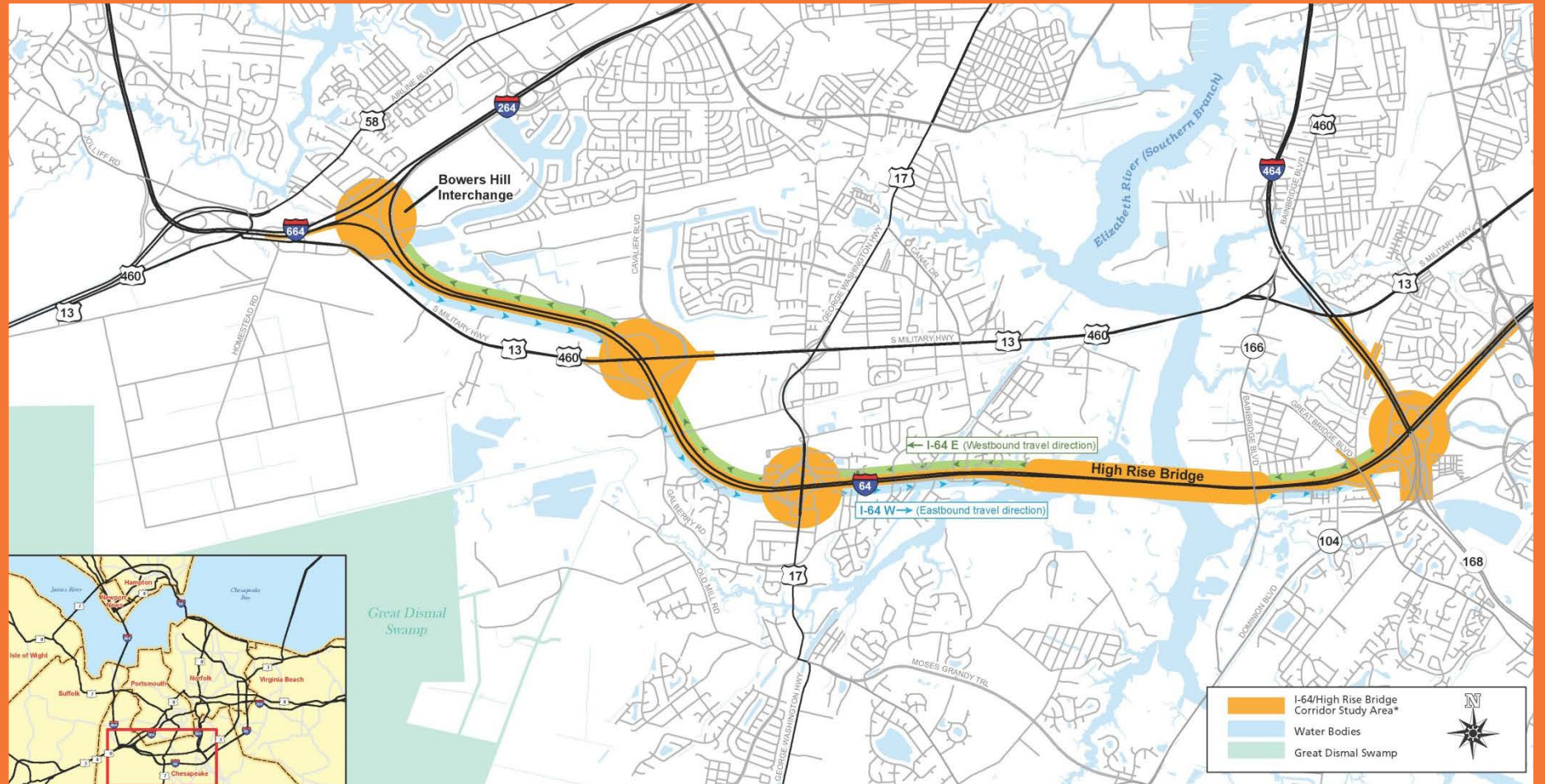
**Hampton Roads Transportation Accountability Commission
Briefing**

February 19, 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



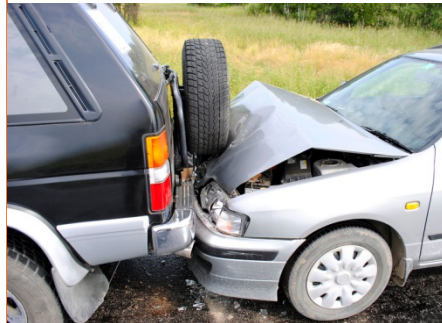
To improve capacity, congestion, lane continuity, and intermodal connections must be addressed



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



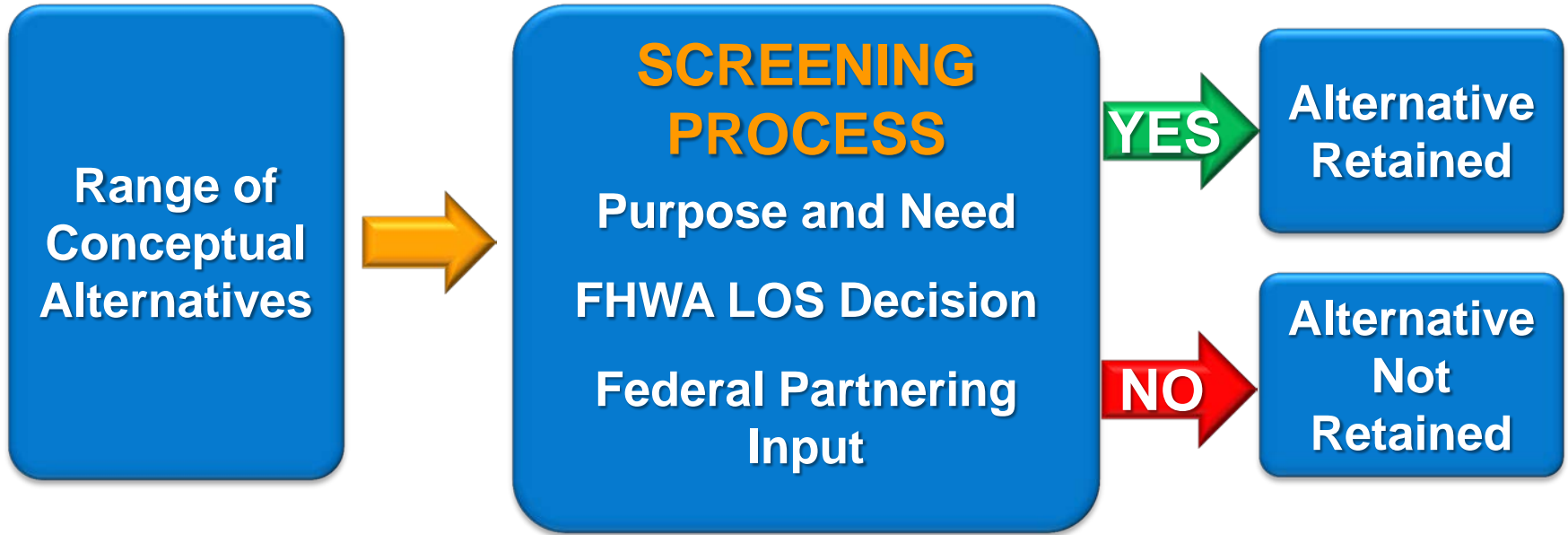
Address High Rise Bridge Improvements



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



Alternatives Screening



Alternatives Retained

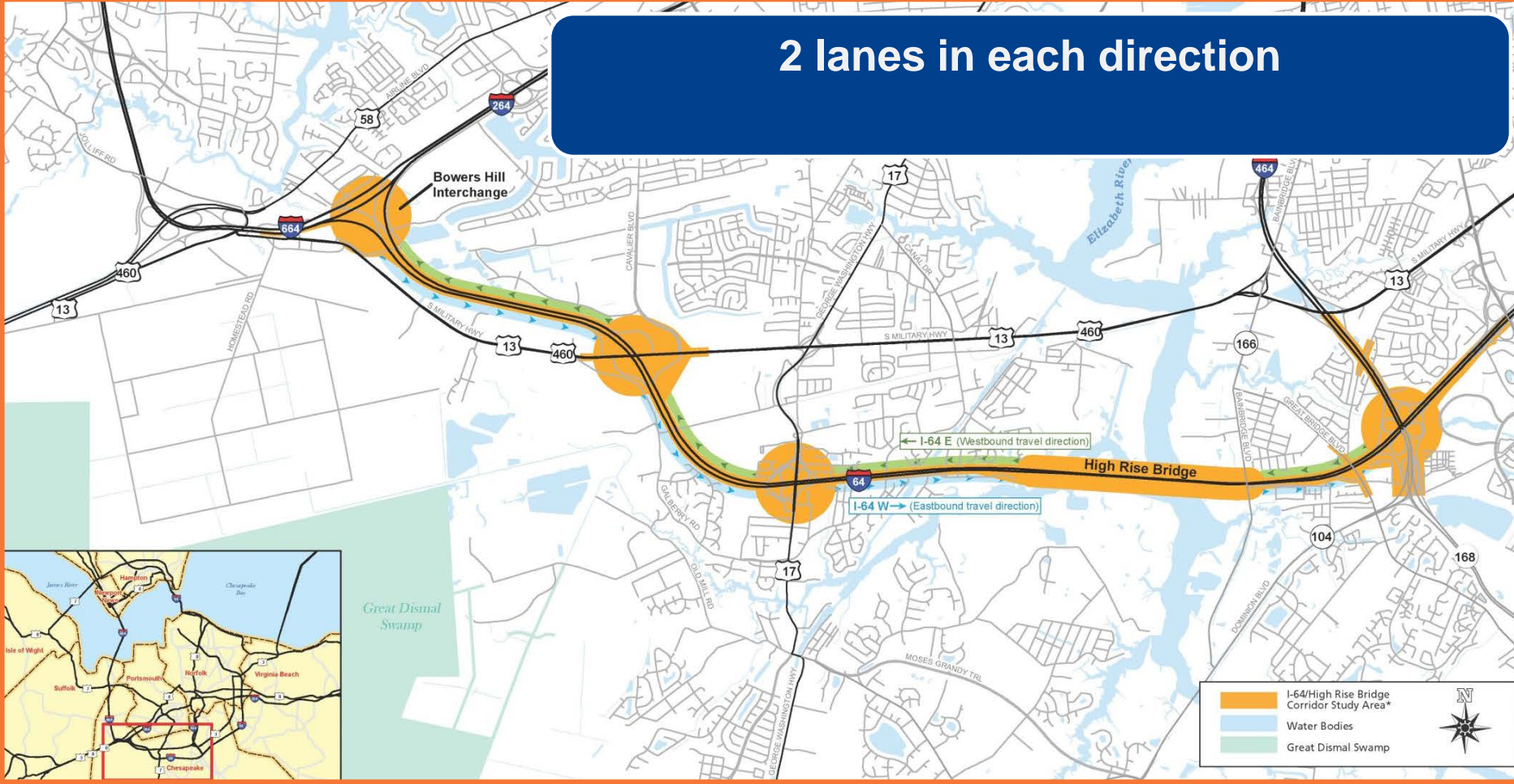
- No-Build Alternative
- Build-Eight Alternative (CBA 1)
- Build-Eight Managed Alternative (CBA 2)

Range of Bridge Heights

95 feet to 135 feet

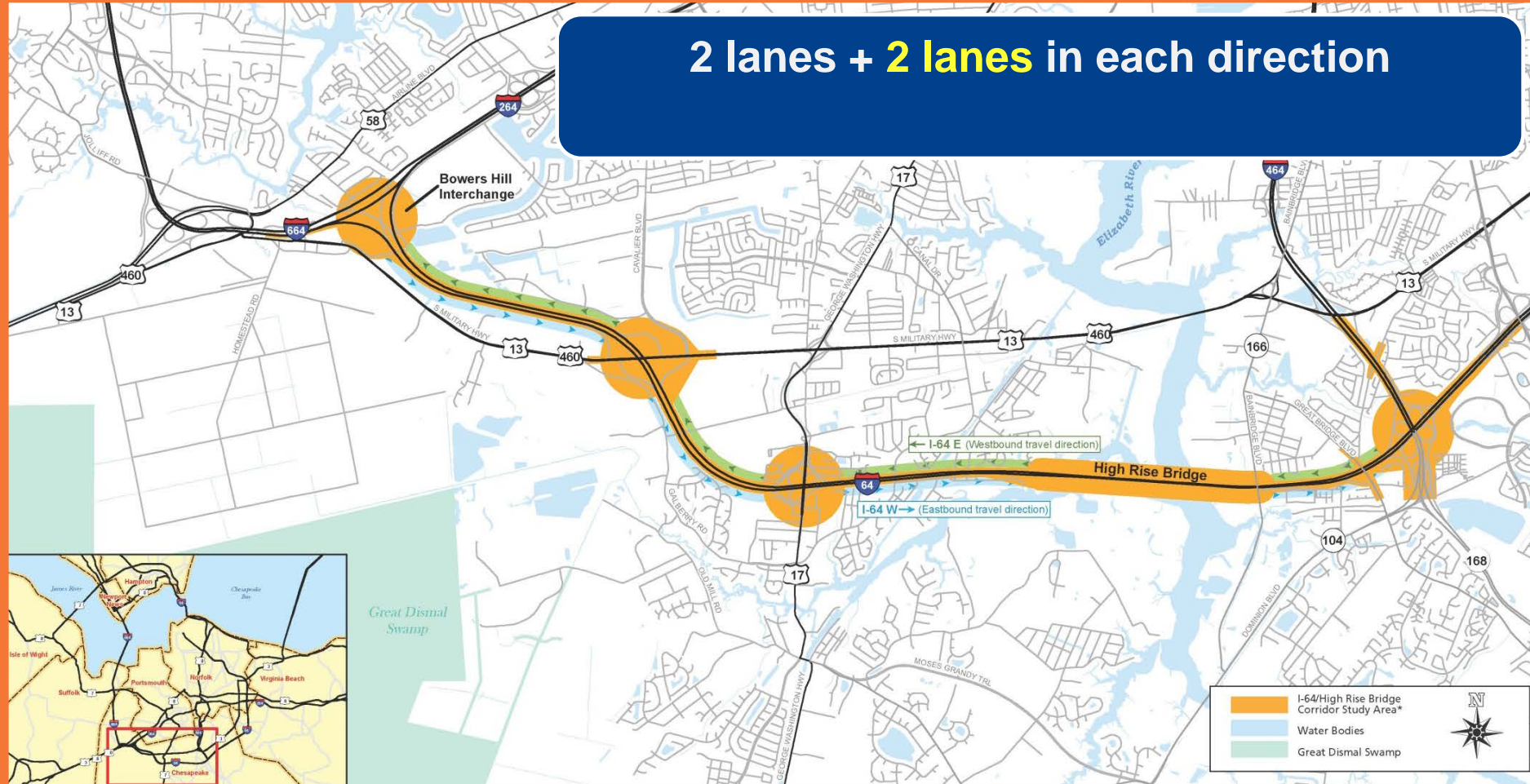
No Build Alternative

2 lanes in each direction

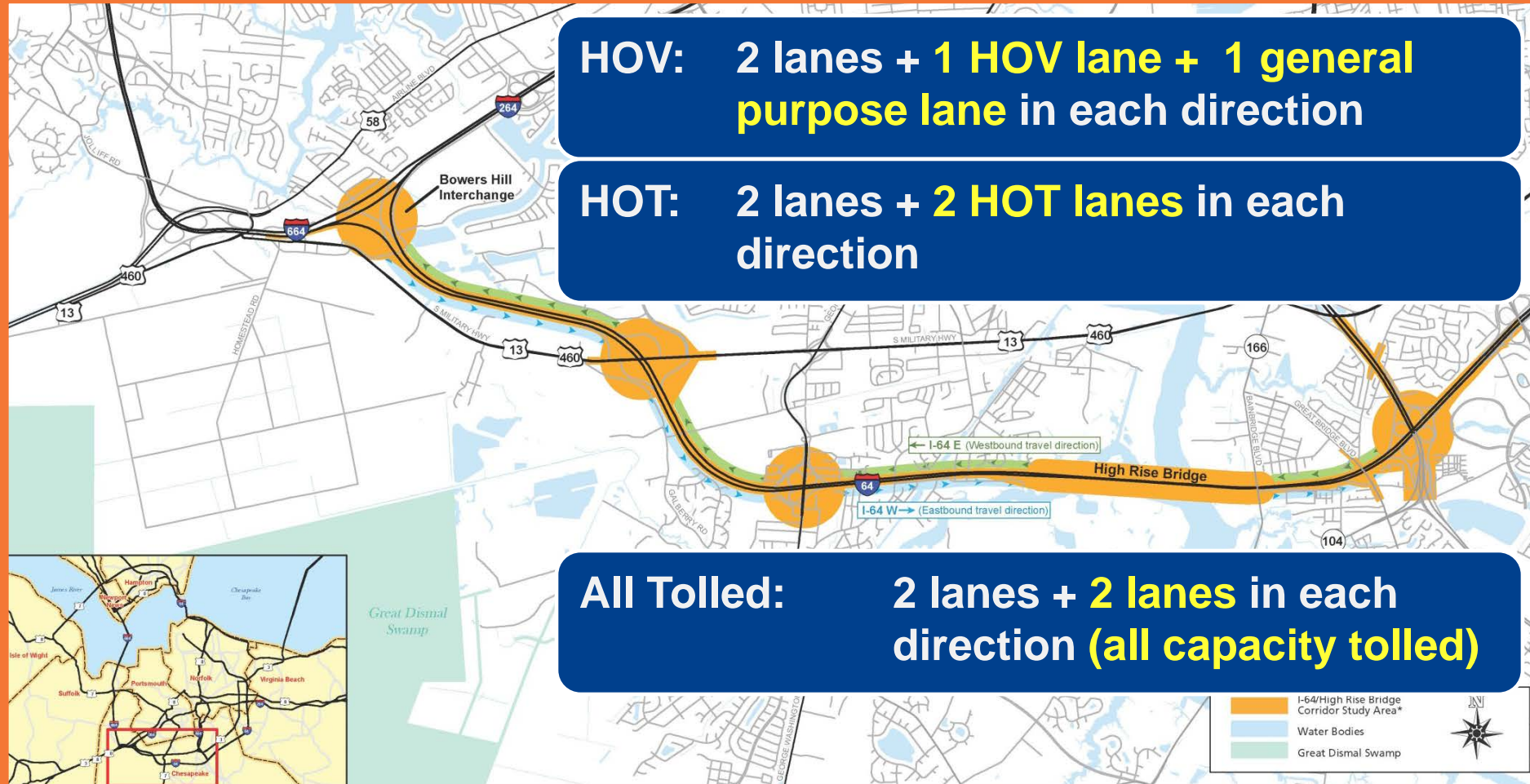


CBA 1: Build Eight Alternative

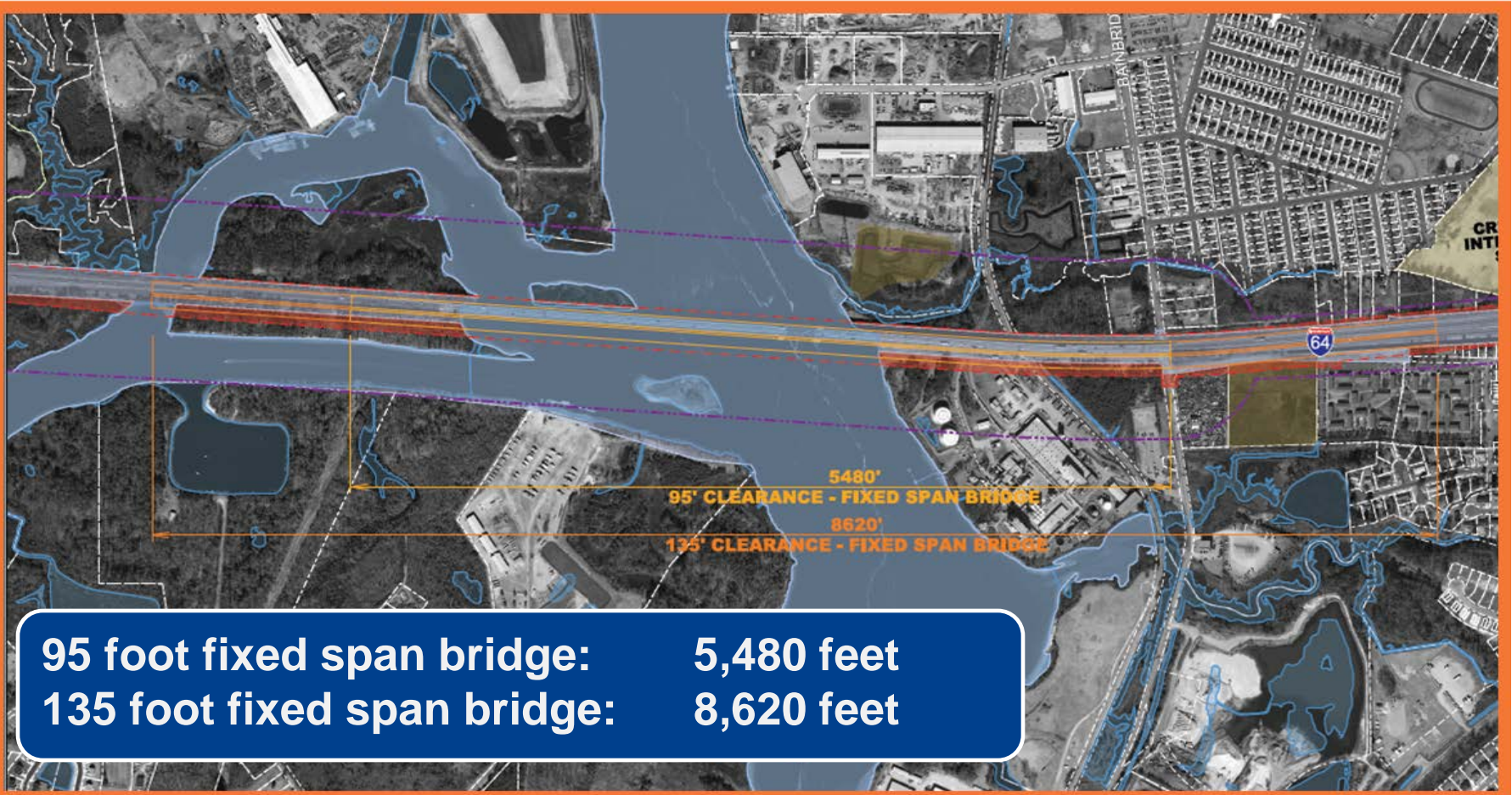
2 lanes + 2 lanes in each direction



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	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.
Total Area of Alternative (acres)	599.64	600.12	599.64	600.12
Vacant Land tax parcels (no.)	52	48	52	48
Residential tax parcels (no.)	132	132	132	132
Business tax parcels (no.)	49	47	49	47
Tidal Streams (acres)	2.14	1.88	2.14	1.88
Non Tidal Streams (linear feet)	5,098	5,098	5,098	5,098
Wetlands (acres)	22.37	20.80	22.37	20.80
Floodplain (acres)	33.89	29.73	33.89	29.73
Forest and Vegetation (acres)	272.52	268.75	272.52	268.75
Section 4(f) Properties (acres)	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. CTB identifies the preferred alternative**
- 2. VDOT documents the preferred alternative and responds to public comments in the Revised EA**
- 3. HRTPO and VDOT commit funding/document the preferred alternative in appropriate planning documents**
- 4. VDOT requests NEPA decision from FHWA**