



I-64 Widening Segment III Citizen Meeting Frequently Asked Questions

When will construction begin and how long will the project take to complete?

Construction will begin mid-July with shoulder strengthening work and is scheduled to be complete in September 2021.

How will motorists benefit from the project?

The additional travel lane in each direction will provide additional capacity, which should reduce backups and associated traffic incidents. The acceleration/deceleration lanes will be extended at the on/off ramps improving safety by increasing the space available for vehicles to change speeds and merge on/off the interstate. Providing additional capacity and improving the ramp merges is expected to reduce congestion significantly.

What kind of pavement is being used on the Segment III lanes?

The existing interstate lanes will be removed and all lanes will be newly constructed with an asphalt concrete pavement section. The pavement section uses recycled materials in the subbase and base layers.

During the final phase of construction, a 2-inch layer of surface-mix asphalt (Type SMA-12.5) will be placed on both the new and reconstructed lanes, which will create a smooth surface across all lanes. This mix has been specified due to some proven beneficial performance characteristics such as:

- Long working lifetime (service life)
- High resistance to deformation
- Texture of the surface layer decreases water spray generated by traffic on wet surfaces
- Good noise-reduction properties

The new pavement sections will provide noticeably less noise than the existing patched, concrete-jointed pavement that will be replaced with this project.

For the Queens Creek Bridge, the existing bridges will be completely removed and replaced with new structures. Whereas the current bridges have 17 individual spans and joints across the surface, current VDOT specifications will create a joint-less deck surface between the two ends of the nearly 900-foot long bridges.

Are there asphalt materials being considered that can assist with road noise reduction?

FHWA and VDOT have used “quiet pavement” in other areas of the state in a research type application. For this project, no recommendations for the use of “quiet pavement” have been identified or specified. The project does include the complete replacement of the existing pavement, including both the asphalt and concrete sections. The design-build team was given the option to utilize either asphalt or concrete pavement in the final design, and an asphalt pavement section has been selected. The elimination of the joints associated with concrete pavement, as well as the use of the SMA-12.5 surface mix, is expected to provide some noise benefits. Although low noise pavements are not “technically” recognized with respect to highway noise analyses, there are many benefits of the design team’s chosen final surface course of pavement.

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Will the new pavement consist of recycled rubber?

While recycled rubber is not being utilized, we will utilize other recycled materials in the base and subbase layers of the lanes. In total, the first 18 inches of pavement structure are almost entirely produced from recycled materials, resulting in an estimated cost savings of \$15 million combined on Segments II and III. According to the Virginia Transportation Research Council, this is one of the largest pavement recycling projects in the U.S. right now. The environmentally friendly processes being used are called Full Depth Reclamation (FDR) and Cold Central Plant Recycling (CCPR).

Which criteria for stormwater regulations are being used for Segment III?

The Virginia Stormwater Management Program (VSMP) Regulations are used by the Department of Environmental Quality (DEQ) to issue permits that control stormwater discharges from construction activities. Within these VSMP regulations, “Applicable Technical Criteria Part II” provides criteria, Part IIB or Part IIC, to determine compliance with water quality, stream channel flooding and erosion requirements. The Segment III Project qualified for, and was approved by DEQ, to use Part IIC containing the “grandfathered” technical criteria.

Why was the grandfathered criteria chosen?

Both the “newer” and the “grandfathered” requirements have their advantages and disadvantages from the perspective of those impacted along the corridor; however, both requirements still address water quality and quantity for the project. The Part IIB technical requirements have a stronger focus on infiltration; however, as a result, substantially more stormwater management (SWM) facilities, and therefore more tree clearing and land disturbance, are required. The Part IIC regulations require fewer SWM facilities, reducing clearing and land disturbance and right-of-way or easement acquisitions.

Using the grandfathered stormwater regulations provides the best solution for saving the taxpayers money, reducing right of way acquisitions, reducing construction activities, and decreasing tree clearing. Also, by utilizing the grandfathered regulations, construction impacts to the scenic easement overseen by the National Park Service on the Bruton High School property were removed. Impacts to the Waller Mill Park property, private properties, and other environmentally-sensitive areas within the project corridor were either removed or lessened.

What other efforts are being made to address the erosion and sediment?

In order to address the Queens Lake Community Association's concerns about sediment entering Queens Lake, VDOT has also added environmental constraints and measures in addition to the aforementioned stormwater regulations. These additional requirements include detention of the 1-year storm in certain areas of the project, and detention of the 100-year storm in the facility located just east of the Colonial Parkway. As a result, some of the stormwater management basins will be built larger than normal to meet these additional detention requirements. All of the stormwater management basins, regardless of the design frequency they have been designed for, will “hold back” the water and then release it over a longer period of time, helping to reduce the volume and velocity of water entering the adjacent channels and streams. By detaining the water within the stormwater management basins, sediments will be allowed to settle out prior to leaving the facility, thereby reducing the potential for deposition of material in the existing channels, ditches, and receiving waters.

In addition to the stormwater management features above, the contractor will repair the previously eroded outfalls (including the eroded outfalls within the Queens Lake watershed) to minimize further erosion at these locations and reduce pollutant loads (nitrogen, phosphorus, and sediment) to the Chesapeake Bay. A stream restoration component has also been added to repair one of the channels within this project's limits using natural channel concepts, further addressing the sediment

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and erosion concerns into Queens Lake. This restoration project will be implemented concurrently and in coordination with the Segment III improvements.

Is the Final Noise Study complete?

A preliminary noise analysis was performed during the environmental assessment phase of the project several years ago. Now that final design details including roadway grading, pavement elevations, and final lane alignments have been developed, a draft final design noise analysis has been completed and approved by both VDOT and FHWA. This document will be finalized following the completion of the public voting process, during which time the benefitted properties will have the opportunity to vote on whether or not they want the qualifying noise barriers to be built. Following completion of that voting process, the final design noise report will be updated to include the voting records, and will then be formally approved by VDOT and FHWA.

Where will sound walls be placed on the corridor?

Based on the preliminary results of the final noise analysis, five noise barriers have been determined to be warranted, feasible and reasonable for construction as part of the project. Three of these barriers are located along the eastbound lanes of I-64 and extend in different segments, beginning on the bridge over Queens Creek and continuing to the east beyond the bridges over Colonial Parkway and Lakeshead Drive. The final two barriers are located along the westbound lanes of I-64 and generally extend from just east of the bridge over Queens Creek to just west of the bridge over Lakeshead Drive. An aerial map of these locations can be found on the Project website here: http://i64widening.org/documents/november_2018_cim/aerial_board_3_with_sound_walls.pdf.

Can a property owner request a noise barrier?

No. The Virginia Department of Transportation is required to have a noise policy that is in accordance with Federal noise regulations. If a noise barrier is not considered both feasible and reasonable, the State will not install and maintain it.

How will traffic be impacted on the interstate during construction?

To minimize impacts to traffic as much as possible, lane closures on the interstate will take place primarily overnight and will maintain at least one lane of traffic in each direction. Any full closures scheduled on the interstate travel lanes shall last no longer than 20 minutes. Full ramp closures will be publicized in advance through email to those subscribed to our project email list, to the local media outlets and localities, on the project website and through the Portable Changeable Message Boards on site. Signed detours will also be in place for the ramp closures.

How will traffic be impacted on the side roads within the project corridor?

The Colonial Parkway and Lakeshead Drive bridges will be widened to add the additional interstate lane. These roads will have intermittent and some long-term lane closures during construction.

Widening of the bridges over Colonial Parkway will require reducing the parkway to one lane during construction of the arch sections for an approximate one-year period. Two-way traffic flow will be maintained in the one open lane with flaggers and temporary signalization.

The widening of the bridges over Lakeshead Drive will require intermittent closures of one lane on Lakeshead Drive impacting one of two entrances to the nearby Queens Lake subdivision. Two-way traffic flow will be maintained in the one open lane under flagging conditions. Emergency vehicle access into the Queens Lake neighborhood will never be restricted throughout construction.

Will Queens Lake residents be able to access their neighborhood during construction?

Short-term directional closures on Lakeshead Drive will be needed for setting bridge beams or unloading/loading equipment or materials. These closures shall be limited to 20 minutes or less, and shall only be allowed between the hours of 8:00 p.m. and 5:00 a.m. Except for these short-term directional closures, the Design-Builder shall maintain at least one 12-foot two-way through lane

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on Lakeshead Drive by flagging (and shall not be in place for more than six months total). Emergency vehicle access into Queens Lake Neighborhoods by way of Lakeshead Drive will never be restricted. Additionally, the West Queens Drive overpass of I-64 and the roadway itself will not be impacted and will always remain open to two lanes during construction.

Portable Changeable Message Boards will be placed along Lakeshead Drive in advance of the work zone when closing or shifting lanes. These will be installed a minimum of two weeks in advance of the change in traffic patterns.