

I-64 PHASE II CORRIDOR STUDY REPORT - EXECUTIVE SUMMARY

The I-64 corridor serves between 35,000 and 100,000 vehicles daily for commuting, vacationing and transporting goods. However, in five years it will be performing an additional service – expressway to American History. The United States and the World will be celebrating the 400th Anniversary of the first permanent settlement by European explorers in the New World at Historic Jamestowne. This year-long celebration is expected to bring millions of additional visitors to Virginia - particularly the Williamsburg-Tidewater-Richmond areas. These visitors will be arriving by various modes of transportation - airplanes, trains, buses and automobiles. In all cases, these visitors will be traveling on Virginia's highway system at some point and time.

Richmond and Hampton Roads contain major airports visitors will be using to access Historic Jamestowne as well as additional lodging and dining facilities. It is anticipated that many people will stay in these areas and drive the 30 to 45 miles to Historic Jamestowne. While several smaller routes connect these areas with Historic Jamestowne, it is anticipated that most visitors will use Interstate 64 (I-64).

In July 2002, VDOT initiated an effort to evaluate the existing pavement on I-64 from Richmond to Newport News recognizing the importance of ride quality. The purposes of the study were to qualify and quantify the existing pavement conditions, to determine pavement needs, to prioritize sections for improvement, and to make rehabilitation recommendations. In order to perform the study, two phases of work were completed. Phase I involved an initial pavement investigation, corridor segmentation, and preliminary corridor improvement cost estimate. The results of this phase's work were provided in a report dated August 2002 (Interstate 64 – Phase I Corridor Study Report). Phase II involved a more detailed pavement evaluation, maintenance/rehabilitation activity selection, detailed section cost estimate, and project scheduling.

Currently, I-64 is in varying states of condition along its length. The concrete pavement portions closer to Richmond and Newport News are in the worst condition while the sections with an asphalt concrete surface (between Richmond and Newport News) are in good condition. The conditions of the bridge decks vary. To repair the pavement surfaces and the bridge decks, approximately \$50 million is required over the next four years. These repairs would include pavement and bridge deck patching, placing thin hot mix AC overlays, epoxy overlays, and milling and replacing AC overlays.