



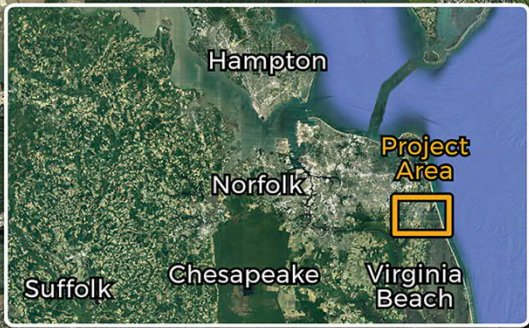
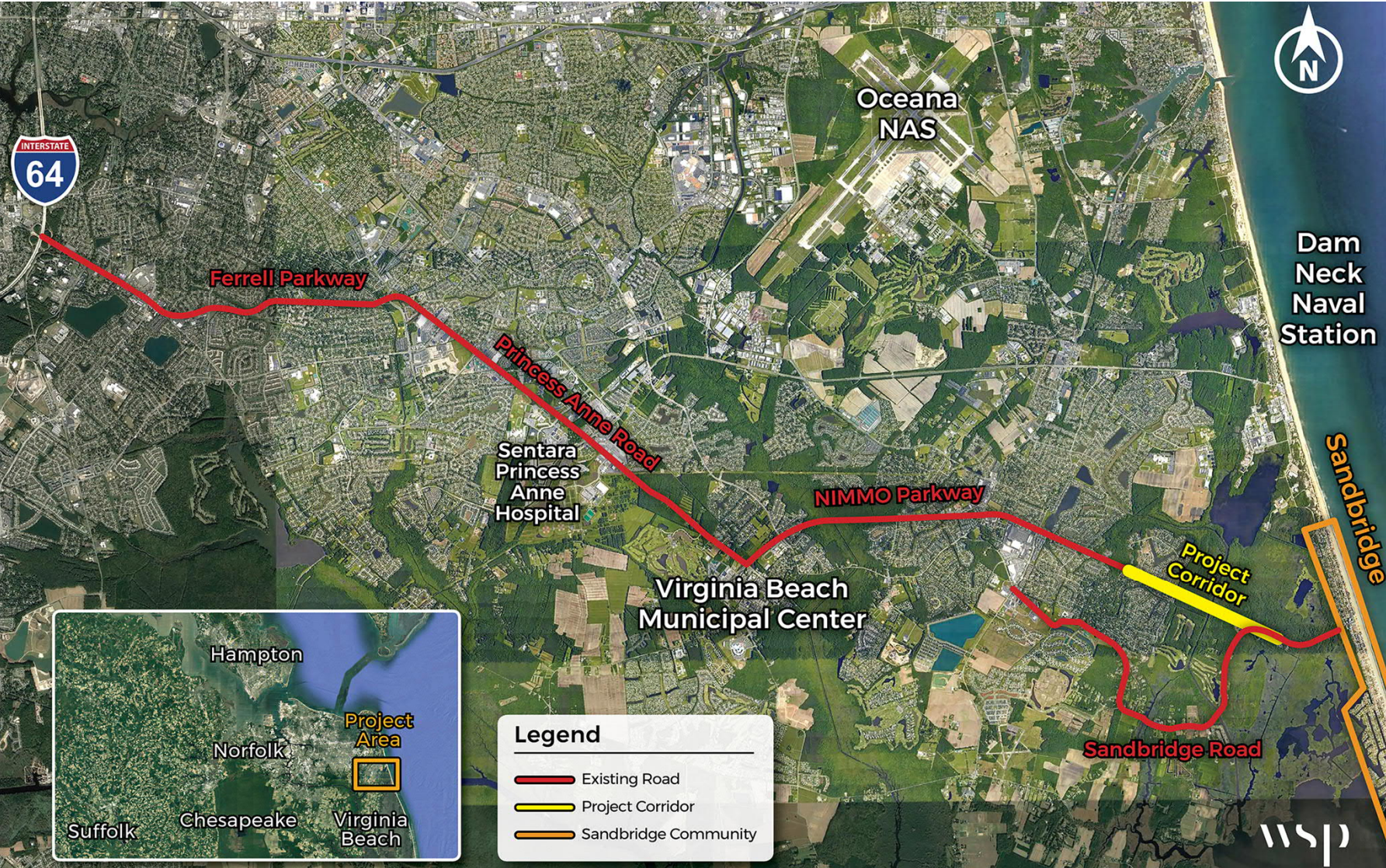
# NIMMO PARKWAY PHASE VII-B

CAPITAL IMPROVEMENT PROGRAM PROJECT 100278  
(FORMERLY 2-110)

VDOT UPC 115543

CITY OF VIRGINIA BEACH

Thursday October 20<sup>th</sup>, 2022



**Legend**

- Existing Road
- Project Corridor
- Sandbridge Community

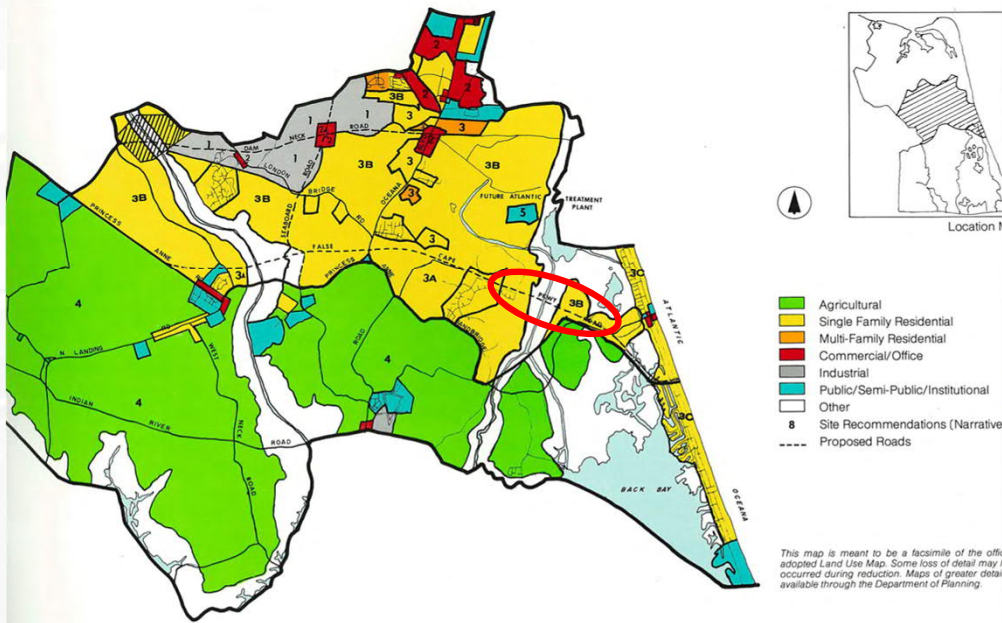


# CORRIDOR HISTORY

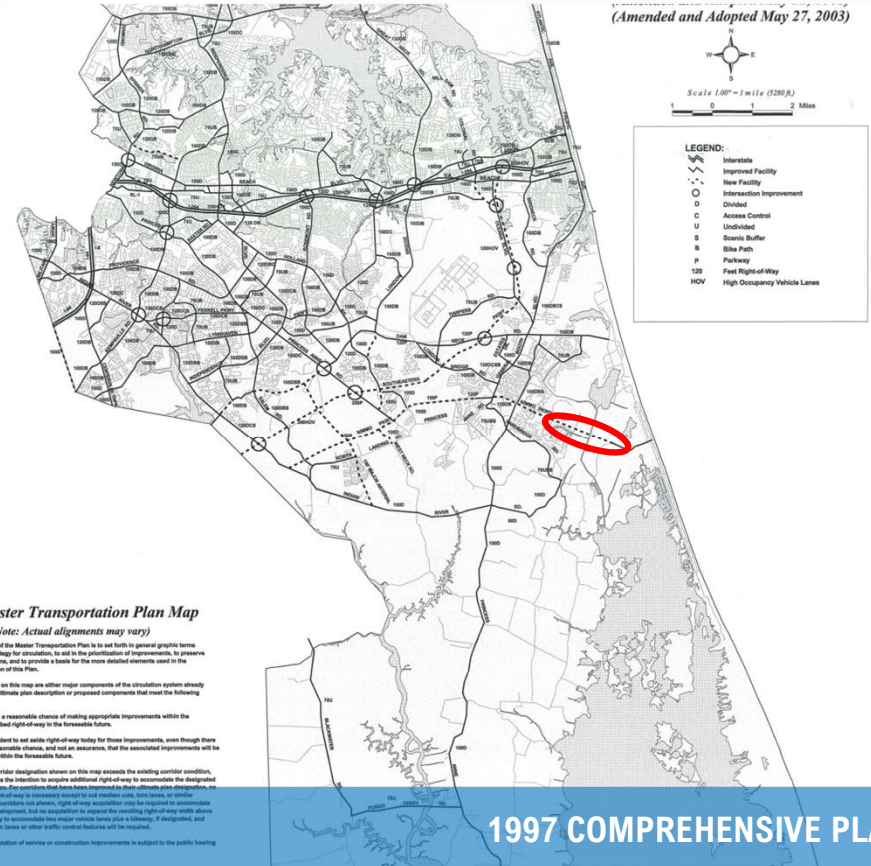


## PROPOSED LAND USE Courthouse-Sandbridge Study Area

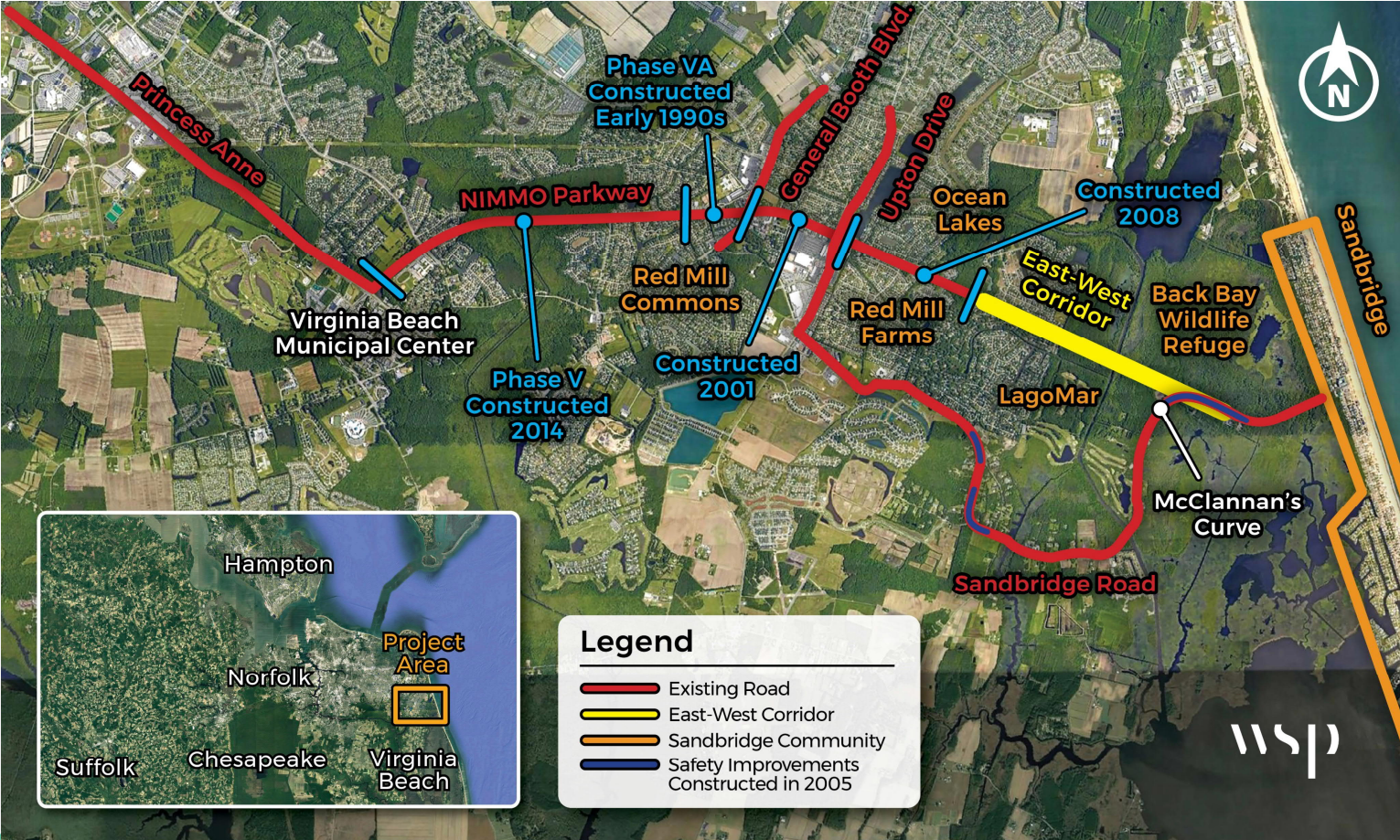
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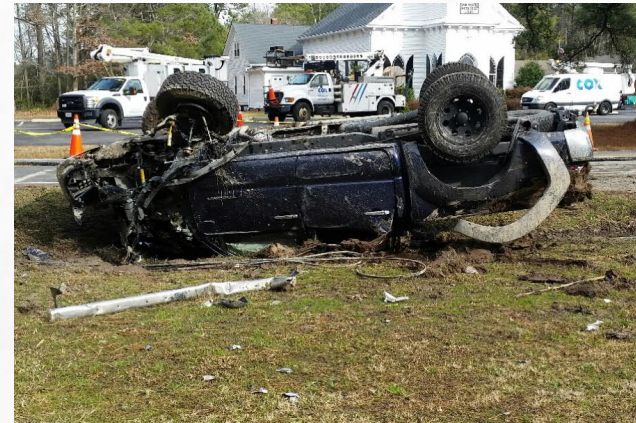
1979 COMPREHENSIVE PLAN



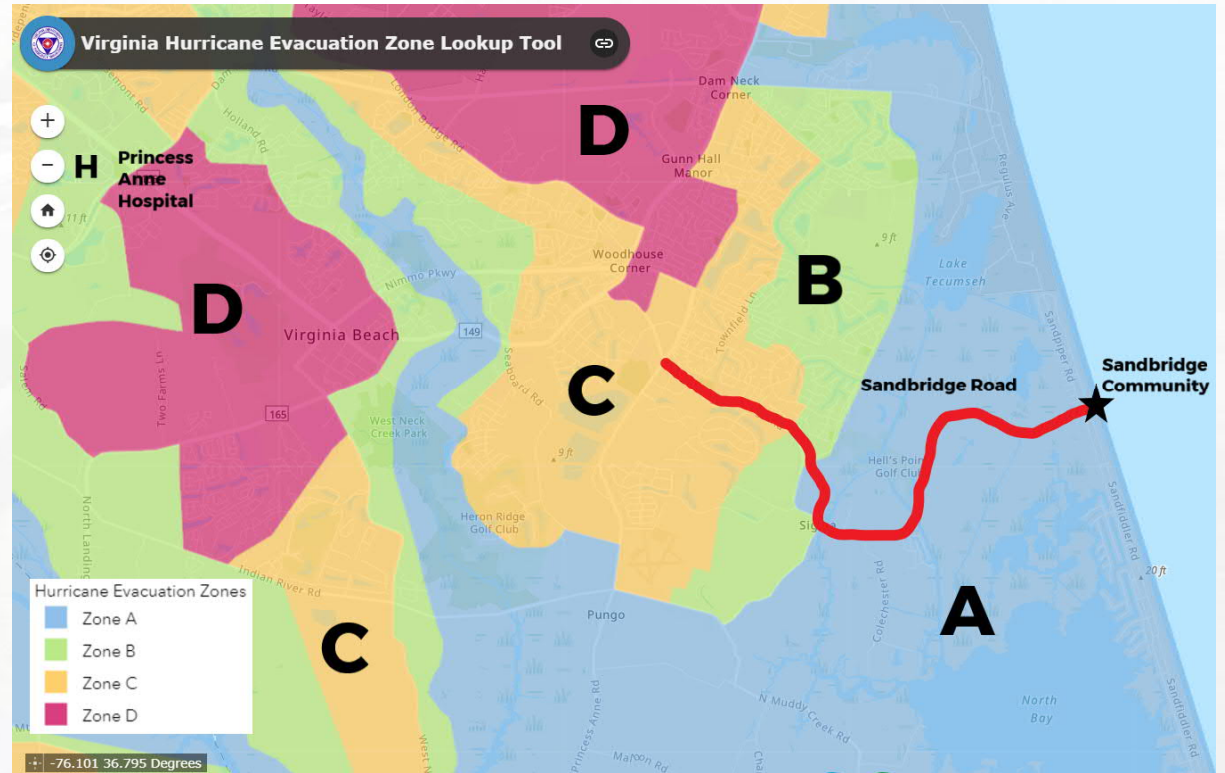
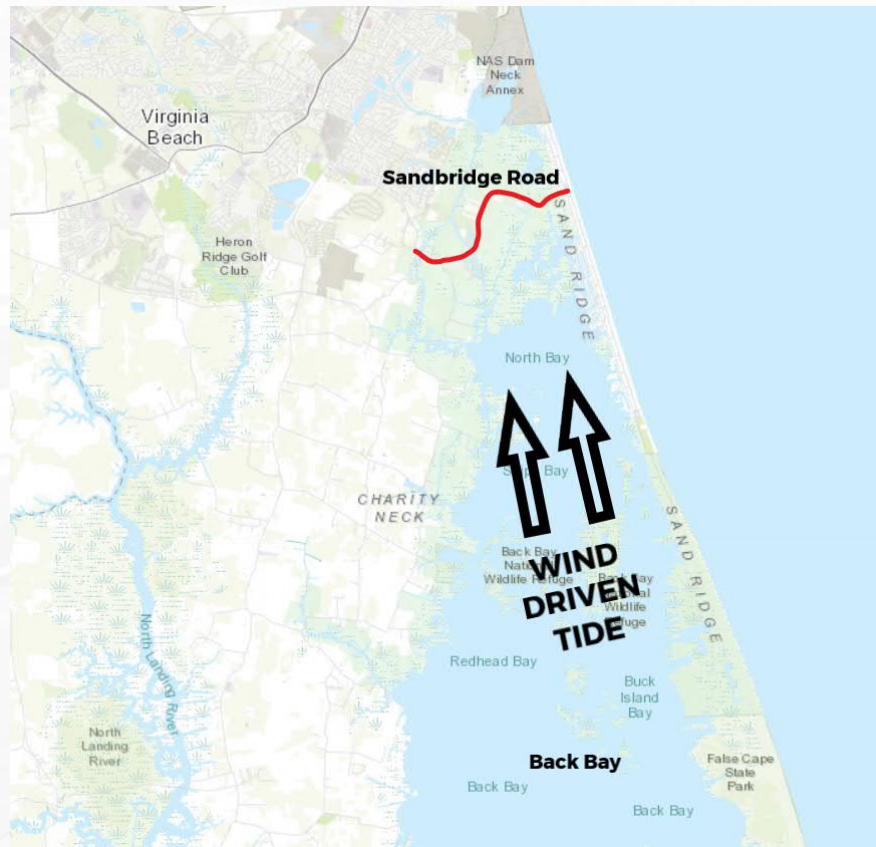
# CORRIDOR HISTORY



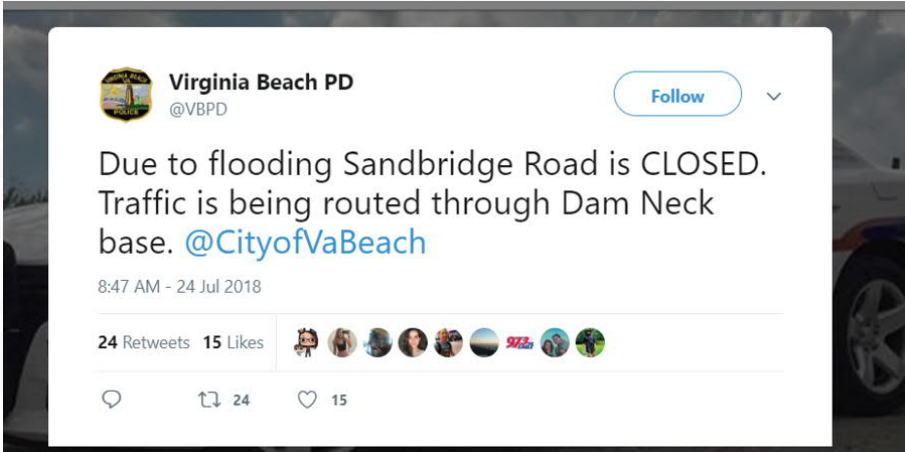
# PROJECT PURPOSE



# PROJECT PURPOSE

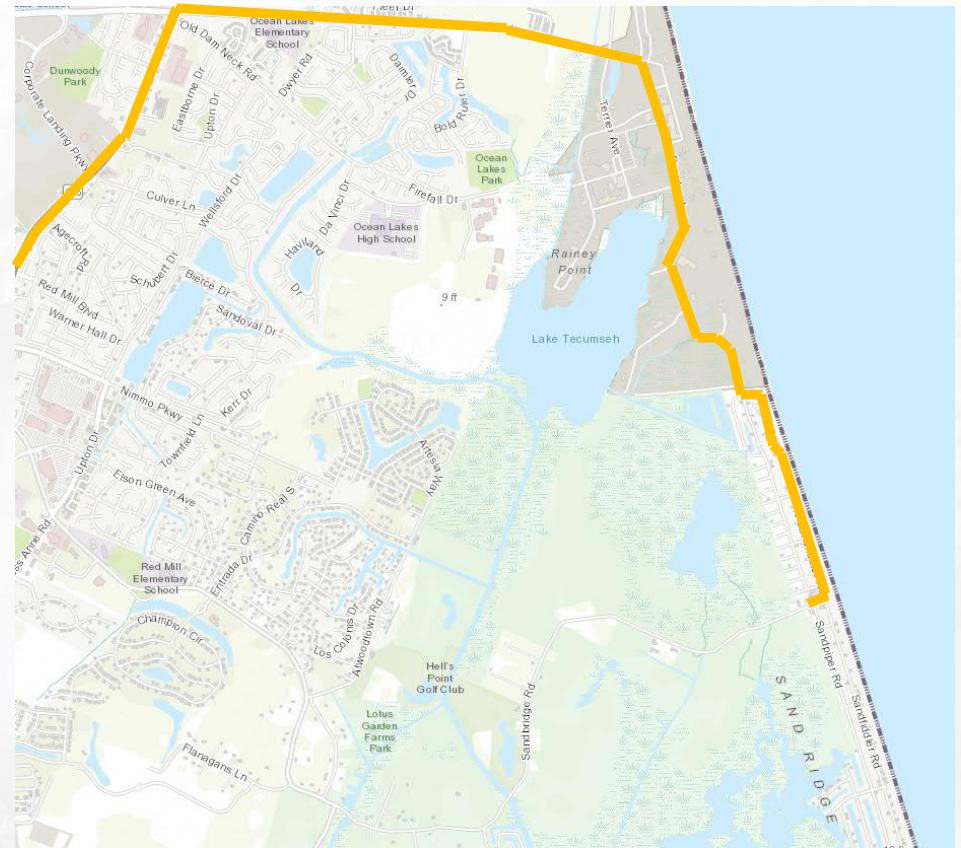


# PROJECT PURPOSE



“When Sandbridge Road floods (currently during tidal flooding and sometimes during heavy rainfall events), the road is closed, and public traffic is re-routed north through South Gate entry control point at Dam Neck Annex, since there is no alternative route. This creates security challenges for the base related to force protection.”

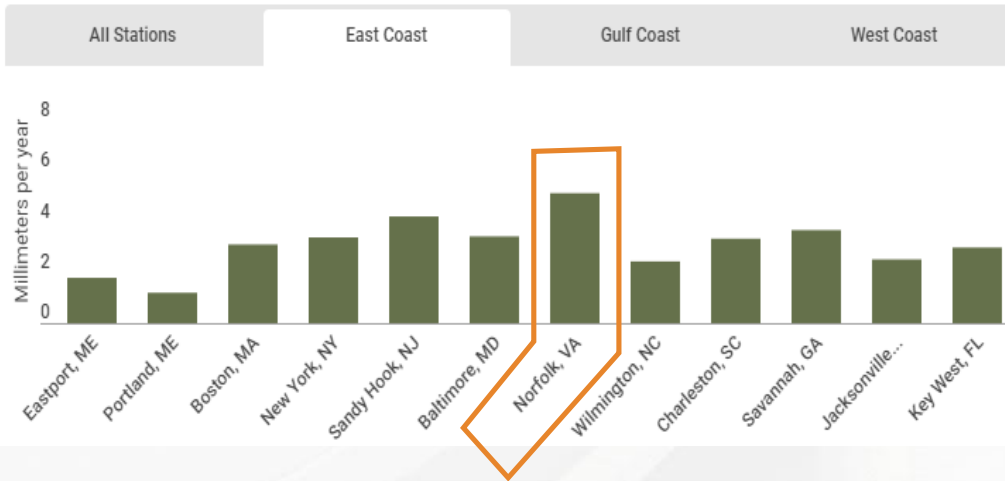
-Norfolk and Virginia Beach Joint Land Use Study



# PROJECT PURPOSE



## Rate of Linear Rise/Fall



## In the past year, how often has your local travel been impacted due to the following issues on Sandbridge Road:

603 Responses

	1-5 trips	6-10 trips	11-15 trips	16+ trips	Never
<b>Flooding</b>	<b>265</b> <i>(43.80%)</i>	<b>114</b> <i>(18.84%)</i>	<b>61</b> <i>(10.08%)</i>	<b>66</b> <i>(10.91%)</i>	<b>99</b> <i>(16.36%)</i>
<b>Accident</b>	<b>279</b> <i>(46.12%)</i>	<b>93</b> <i>(15.37%)</i>	<b>50</b> <i>(8.26%)</i>	<b>50</b> <i>(8.26%)</i>	<b>133</b> <i>(21.98%)</i>
<b>Construction</b>	<b>235</b> <i>(38.84%)</i>	<b>75</b> <i>(12.40%)</i>	<b>39</b> <i>(6.45%)</i>	<b>40</b> <i>(6.61%)</i>	<b>216</b> <i>(35.70%)</i>
<b>Safety Concerns</b>	<b>200</b> <i>(33.06%)</i>	<b>61</b> <i>(10.08%)</i>	<b>34</b> <i>(5.62%)</i>	<b>87</b> <i>(14.38%)</i>	<b>223</b> <i>(36.86%)</i>
<b>Fallen Trees</b>	<b>211</b> <i>(34.88%)</i>	<b>35</b> <i>(5.79%)</i>	<b>7</b> <i>(1.16%)</i>	<b>13</b> <i>(2.15%)</i>	<b>339</b> <i>(56.03%)</i>

## Impacts to Travel for Citizens Who Travel Sandbridge Road Three or More Times a Week (364 Responses)

	Flooding	Accidents	Construction	Fallen Trees	Safety Concerns
Never	(30) 8%	(39) 11%	(81) 22%	(154) 42%	(104) 29%
1-5 Trips	(126) 35%	(150) 41%	(152) 42%	(164) 45%	(112) 31%
6-10 Trips	(92) 25%	(84) 23%	(57) 16%	(27) 7%	(41) 11%
11-15 Trips	(54) 15%	(42) 12%	(35) 10%	(7) 2%	(28) 8%
16+ Trips	(62) 17%	(49) 13%	(39) 10%	(12) 3%	(79) 21%




# STUDY AREA



# PREVIOUS STUDIES



**Sandbridge  
Road  
Corridor  
Study**



**PROJECT REPORT**



February, 1999

**Wiley & Wilson**  
ARCHITECTS • ENGINEERS • PLANNERS


Comm. No. 96729.01

*Sandbridge Corridor  
Improvements*  
CIP 2-151


*Summary Report*



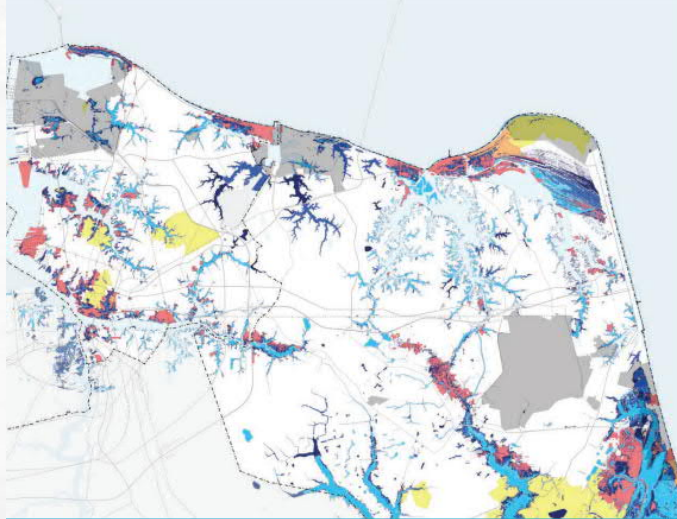
Prepared for: City of Virginia Beach  
Department of Public Works



Prepared by: *Vanasse Hangen Brustlin, Inc.*  
5544 Greenwich Blvd, Suite 302  
Virginia Beach, VA 23462

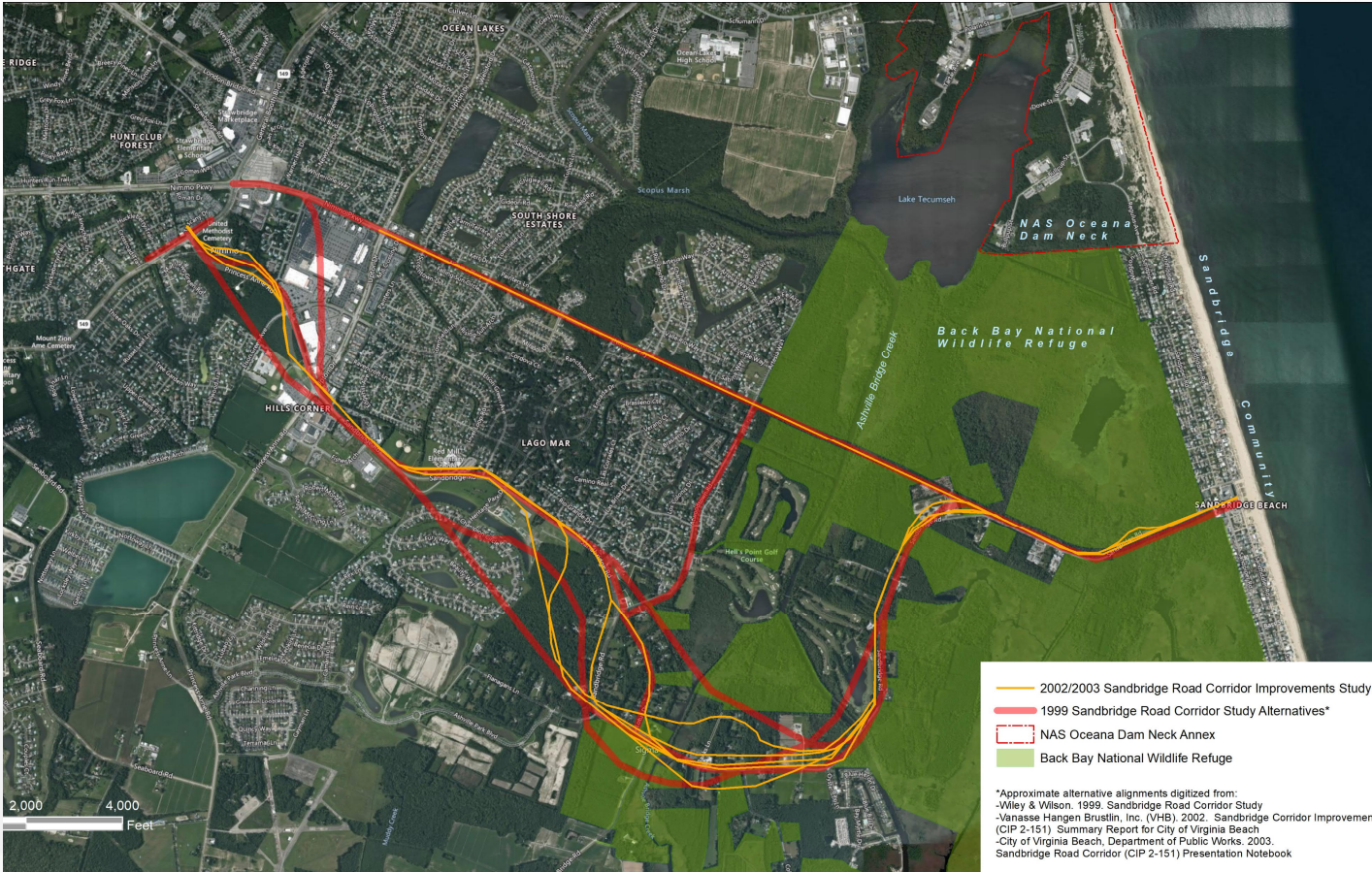


**NORFOLK AND  
VIRGINIA BEACH** | **JOINT LAND  
USE STUDY**



HAMPTON ROADS PLANNING DISTRICT COMMISSION  
AUGUST 2019  
FINAL

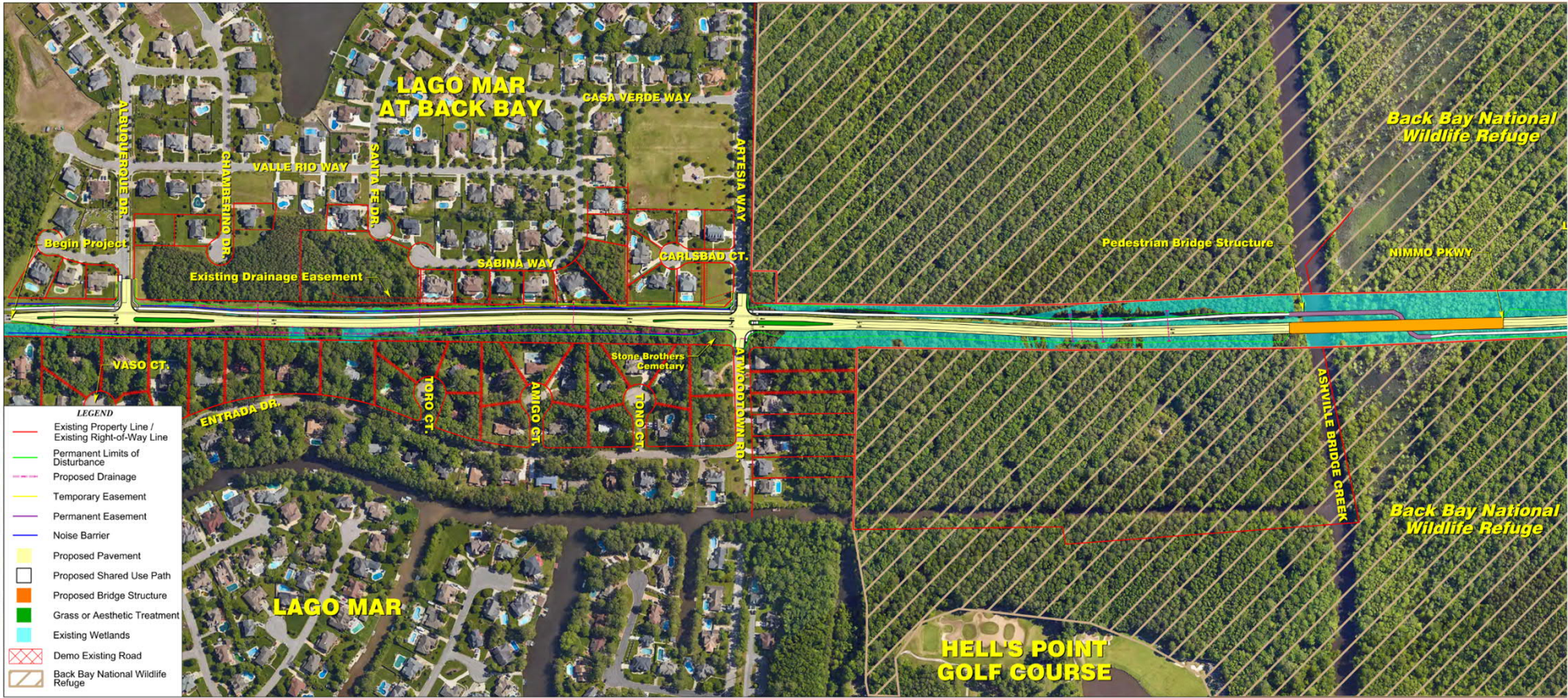
# PREVIOUS ALTERNATIVES STUDIED



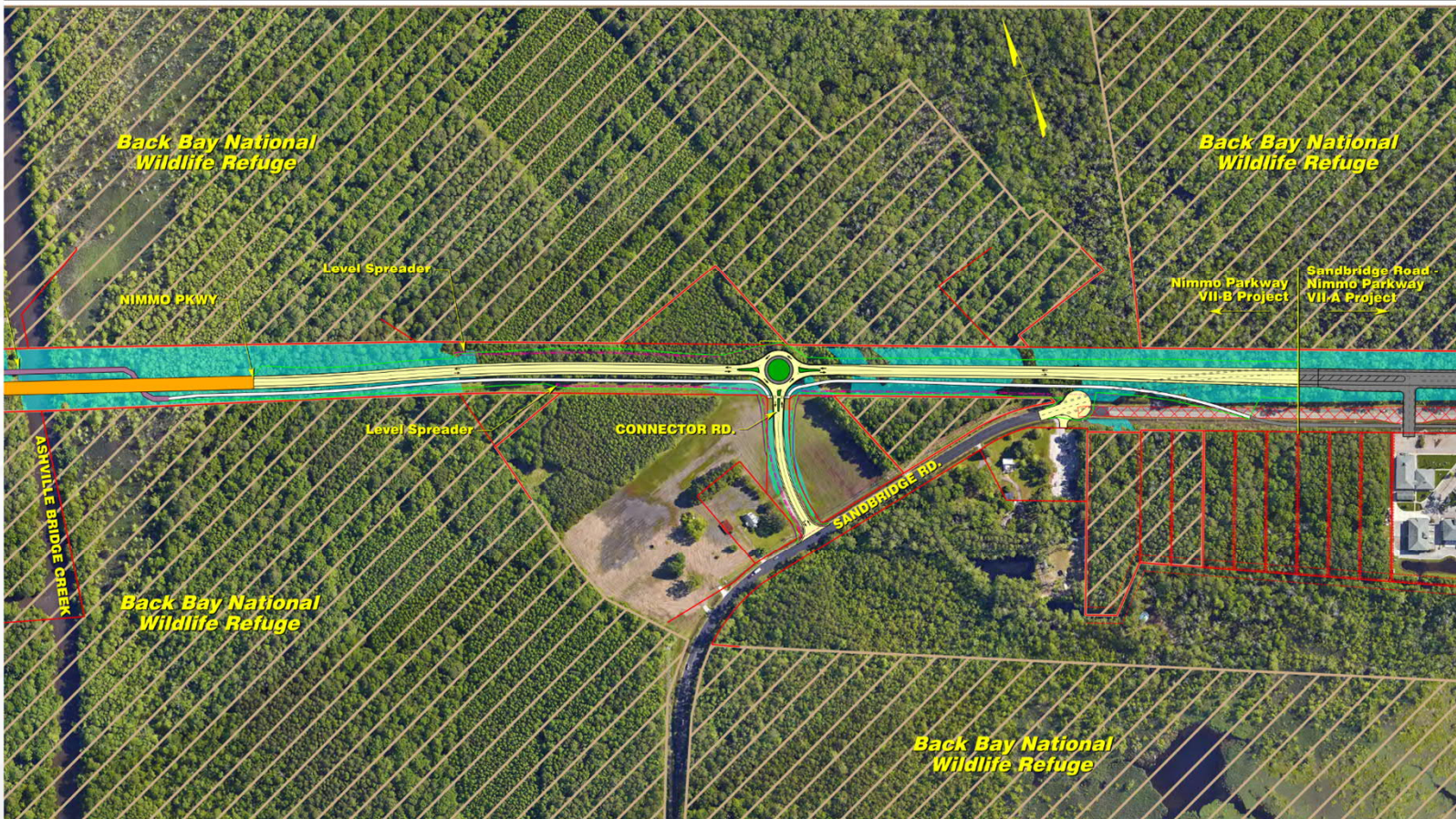
# EXISTING CORRIDOR




# PREFERRED ALTERNATIVE



# PREFERRED ALTERNATIVE



**NIMMO PARKWAY VII-B**  
**CIP 100278**  
**(Formerly 2-110)**  
**VDOT UPC 115543**




Public Hearing Build Alternative  
 June 2022

**LEGEND**

- Existing Property Line / Existing Right-of-Way Line
- Permanent Limits of Disturbance
- Proposed Drainage
- Temporary Easement
- Permanent Easement
- Noise Barrier
- Proposed Pavement
- Proposed Shared Use Path
- Proposed Bridge Structure
- Grass or Aesthetic Treatment
- Existing Wetlands
- Demo Existing Road
- Back Bay National Wildlife Refuge

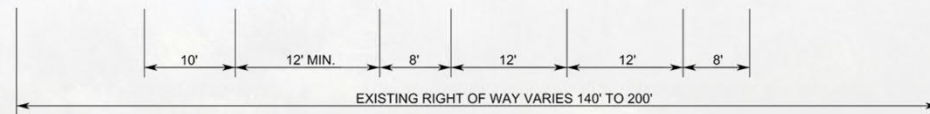
SCALE  
 0 125' 250'



# DESIGN ALTERNATIVES



Design Components	Alternative 1	Alternative 2	Preferred Alternative
Typical Section - Curb and Gutter (Albuquerque Dr. to Atwoodtown Rd.)	X		X
Typical Section - Paved Shoulder (Atwoodtown Rd. to Sandbridge Rd.)		X	
Traditional T-Intersection (Nimmo Parkway and Sandbridge Rd.)	X		
Roundabout Intersection (Nimmo Parkway and Sandbridge Rd.)		X	X
Shared-Use Path Parallels Roadway Alignment		X	
Shared-Use Path Separate from Roadway Alignment	X		X
Short Bridge		X	
Long Bridge	X		X
Shared-Use Path on a Separate Bridge Structure	X		X
Shared-Use Path on the Same Bridge Structure		X	
Open Stormwater System (Albuquerque Dr. to Atwoodtown Rd.)		X	
Closed Stormwater System (Albuquerque Dr. to Atwoodtown Rd.)	X		X
Offsite Stormwater Alternative (Strawbridge Park)	X	X	
Utility corridor to the north of the road		X	X
Utility corridor to the south of the road	X		X
Pedestrian lighting	X		X
No pedestrian lighting		X	
Adaptive lighting	X	X	X



# BRIDGE ALTERNATIVES



## Bridge Configuration Alternatives Considered:

1. Shared Use Path On A Separate Parallel Structure
2. Shared Use Path on same Structure as Roadway
3. Shared Use Path on a Separate Structure that Crosses Underneath



## Bridge Lengths Considered:

1. Short Bridge (400 feet)
2. Long Bridge (1200 feet)
3. Preferred Bridge Length (800 feet)



# INTERSECTION ALTERNATIVES

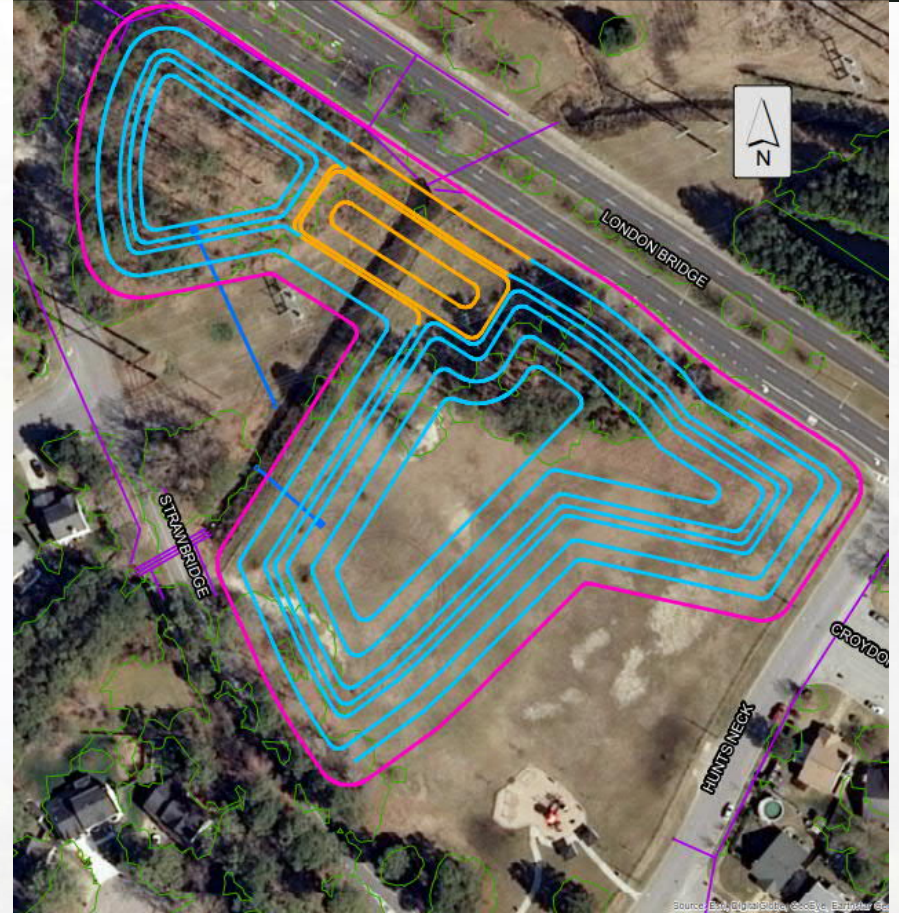
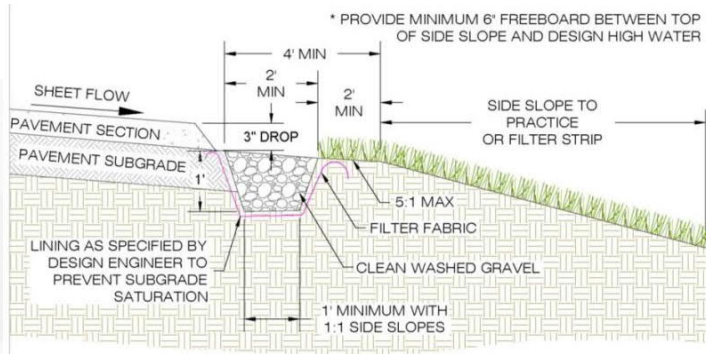
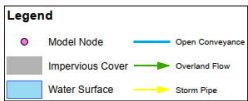
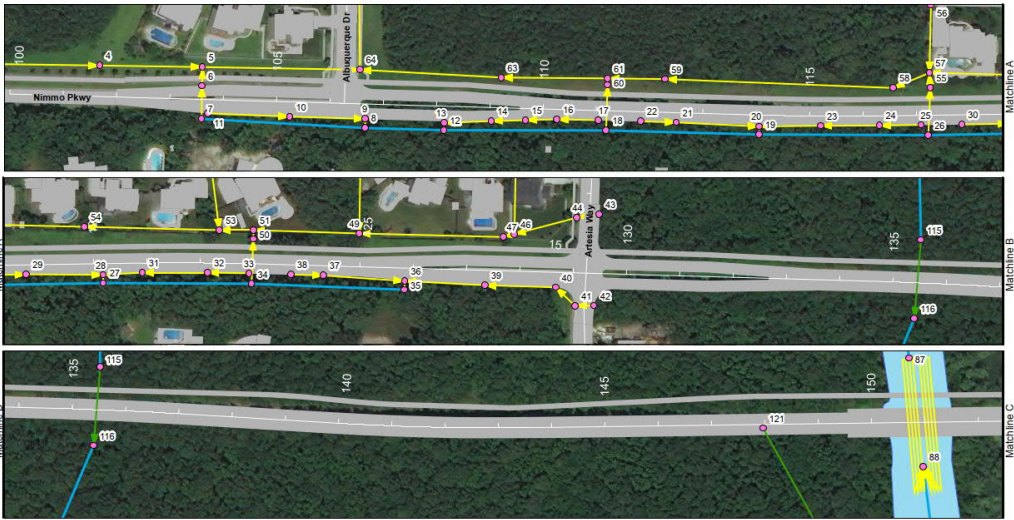


## Intersection Alternatives Considered:

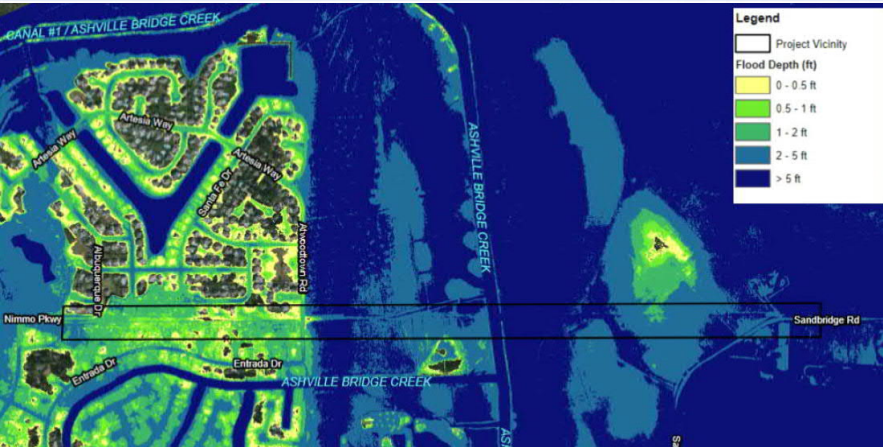
1. Roundabout
2. Signalized T-Intersection
3. Unsignalized T-Intersection



# STORMWATER

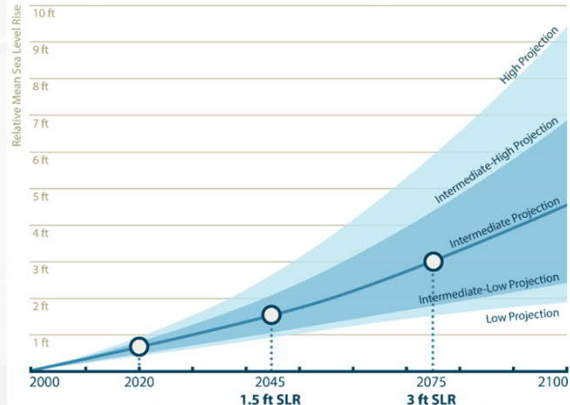


# SEA LEVEL RISE

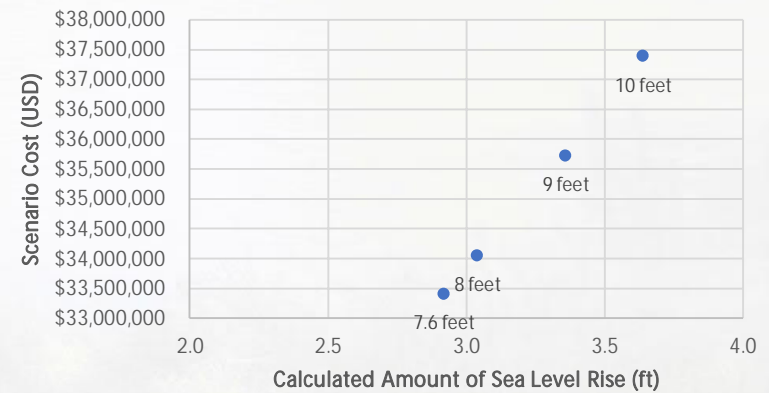


Roadway Scenario	Amount of Sea Level Rise (ft)	Level of Protection	Cost (USD)
7.6 feet	2.92	2073	\$33,401,000
8 feet	3.04	2077	\$34,040,000
9 feet	3.36	2082	\$35,717,000
10 feet	3.64	2087	\$37,380,000

NOAA Projections for Sea Level Rise in Hampton Roads



Cost vs. Calculated Amount of Sea Level Rise



# LANDSCAPING, AESTHETICS, MITIGATION



**WILDLIFE CROSSINGS**



**WETLAND MITIGATION**



**ADAPTIVE LIGHTING**



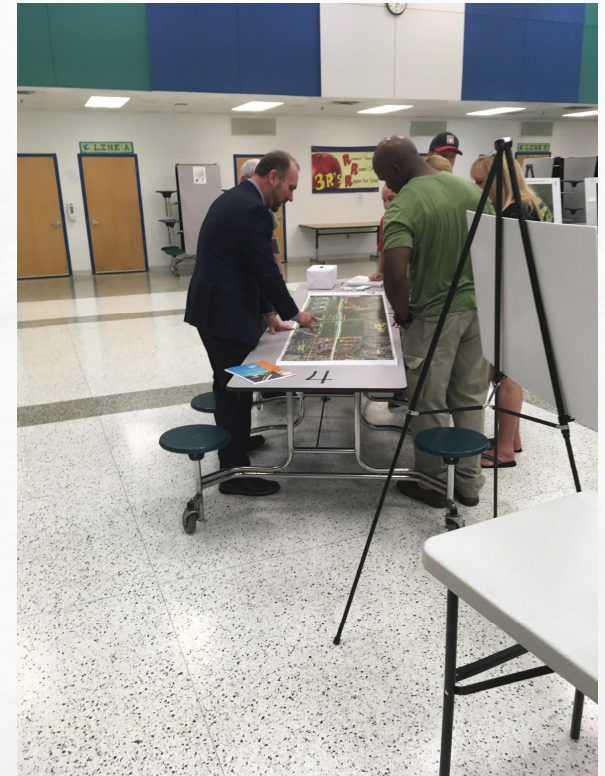
**TREE MITIGATION**

# WHERE ARE WE NOW?

- Public Hearing Completed Summer 2022
- Address Public and Agency Comments

## Next Steps:

- Finalizing EA with VDOT/FHWA and Request for FONSI
- Permitting Phase



# QUESTIONS?

PROJECT WEBSITE:

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[Robert.Thuma@wsp.com](mailto:Robert.Thuma@wsp.com)