



Document: JPA Post-submittal Meeting Minutes

Project	Hampton Roads Bridge-Tunnel Expansion
Meeting Title	Joint Permit Application Post-Submittal Meeting
Date Time	October 1, 2019; 10:00 AM
Location	DoubleTree Hotel, Norfolk VA Conference Room/Ballroom D
Call In Number	

Meeting Attendees

Name	Company	Email	Phone	Present (Y/N)
Ray Fernald	DGIF	ray.fernaldd@dgif.virginia.gov	(804) 367-8364	Call In
Stephanie Kubico	EPA	Kubico.Stephanie@epa.gov	(215) 814-2762	Call In
Doug Gaffney	I64-DJV	Douglas.gaffney@mottmac.com	(856) 924-3363	Y
Jamie Taylor	I64-DJV	Jamie.taylor@mottmac.com		Y
Edward Sundra	FHWA	Ed.sundra@dot.gov	(804) 775-3357	Y
Melinda Woodruff	DEQ	Melinda.woodruff@deq.virginia.gov	(757) 518-2174	Y
Jeff Hannah	DEQ	Jeffrey.hannah@deq.virginia.gov	(757) 518-2146	Y
Scott Smizik	VDOT	Scott.smizik@vdot.virginia.gov	(804) 371-4082	Y
Chris Frye	VDOT	cfrye@vhb.com	(757) 503-3796	Y
Larissa Ambrose	VDOT	Larissa.ambrose@vdot.virginia.gov	(757) 297-6891	Y
Brian Hawley	USACE	Brian.hawley@stantec.com	(540) 908-5528	Y
George Janek	USACE	George.a.janek@usace.army.mil	(757) 201-7135	Y
Blair Mickel	USCAE	Blair.mickel@stantec.com		Y
David O'Brien	NOAA Fisheries	David.l.obrien@noaa.gov	(804) 684-7828	Y
David Barrier	HRCP	dbarrier@hrcpiv.com	(514) 663-9198	Y
Jose I. Martin Alos	HRCP	jmartinalos@hrcpiv.com	(404) 702-1030	Y
Emily Hein	VIMS	eahein@vims.edu	(804) 684-7482	Y
John Duschang	I64DJV	John.duschang@hdrinc.com	(845) 596-7953	Y
Josh Mace	I64DJV	Joshua.mace@hdrinc.com	(804) 248-7050	Y
Rebecca Wilk	I64DJV	Rebecca.wilk@hdrinc.com	(804) 799-6873	Y
Jeffrey Han	I64DJV	jeffrey.han@hdrinc.com	(646) 235-4288	Y
Taylor Sword	I64DJV	Taylor.sword@mottmac.com	(757) 377-9321	Y
Angela Stowe	I64DJV	Angela.stowe@hdrinc.com	(845) 216-3052	Y
Craig Benson	I64DJV	Craig.benson@mottmac.com	(571) 451-0953	Call In
Taylor Sprenkle	HRCP	tsprenkle@wrallp.com	(804) 327-5232	Y
Solene Vazelle	HRCP	svazelle@hrcpiv.com	(757) 933-0878	Y
Lisa Papandrea	I64DJV	Lisa.papandrea@mottmac.com	(212) 202-5716	Y

Discussion Items

Discussion Item Description	Discussion/Decisions	Action
Introduction and Update	<p>DG presented an agenda and made introductory remarks. Items being discussed at this meeting will focus on environmental impact maps, compensatory mitigation, process for response to comments, and future schedule. Section 408 and USCG Bridge Permit are in progress. The USACE Public Notice was posted Sept. 24th 2019. Inquiries from the public are being received and responses to comments will need to be provided to USACE by HRCP. GJ requested a 3-4 day turnaround. GJ also recommended providing hardcopy maps to the Hampton and Norfolk public libraries so that residents can view their individual properties in context.</p> <p>Supplemental geotechnical work has begun week of Sept. 30th.</p>	<p>HRCP – place hardcopy documents at libraries.</p> <p>Post-meeting note: hardcopies of the Corps' public notice and attachments have been supplied by HRCP to 2 libraries.</p>
Environmental Impact Maps & Design Plan (General)	<p>AS(HDR) presented environmental impact (EI) maps from the JPA, and areas were reviewed from north to south. Features of the EI maps were addressed and described. As each area was summarized, the meeting was open to general/specific questions. It was noted that Parts 3 and 4 in the Appendix G pdf files were the same. DG indicated that this would be rectified.</p> <p>BH (Stantec) indicated that he would like more information pertaining to E&SC and outfall protection, particularly at the toe of the bridge abutments in the water. JH (VDEQ) asked for more detail (e.g. silt fence) at each drainage area, whether rock protection would be used (and if it had been accounted for in the impacts). RW stated that the rock protection had been included as a permanent impact.</p> <p>JH (VDEQ) recommended developing a table to indicate the design standards used for drainage areas. GJ requested the type of buoys and anchorages and locations so that they can be referenced in the USACE and VMRC permits</p>	<p>HRCP - Create notes and typical detail pages for EI maps. To include E&SC (erosion and sediment control details)</p> <p>HRCP - Send revised Appendix G Part 3 or 4 as appropriate to fix the problem. Clarify whether or not abutments will be armored. Provide final locations of all mooring areas.</p>
EI Maps Detail	<p>Information addressed within the EI maps include features/labels/legend explanation, construction zones [including temporary structures, permanent structures, and temporary structures that cause permanent impact (permanent impact applies to any structure established for more than a 6 month period)], drainage areas, construction features</p>	<p>GJ (USACE) and JH (VDEQ) stress that all JPA plans be final by 1/1/20 and that each agency has the same exact set. No substantive changes to footprint or means &</p>

	(including rip rap, artificial islands, new structures, construction support structures (including trestles and jump trestles), berms, environmental impact zones (ie. Wetlands, waterways, SAV, shaded areas) GJ requested that more description be provided for restoring temporarily impacted areas e.g. don't leave a denuded mudflat. The USACE permit condition would likely require sprigs, returning to elevation, use of appropriate equipment to reduce impacts, etc. He suggested adding this info to the Notes section. Describe impact avoidance measures (matts, jump trestles, etc.)	methods should be made after that since the agencies require at least 120 days to issue permits. HRCP - Add to the Appendix G sheet detail for temporary restoration, and plans, planting schedule/sprigs- etc for the impacted wetlands area
Jump Trestles	Jump trestles are temporary structures. Maps show the initial trestle structure plus the path that the jump trestle will take in green shading.	
SAV	Submerged aquatic vegetation (SAV) areas are identified in the maps. The data used is the 5 year composite data from 2017. DO (NOAA) requested that if more recent data is available, this data could be used as a check. Jump trestles will avoid permanent impact to SAV areas since no dredging is required. SK (EPA) asked if SAV were groundtruthed. JD responded no. EH stated that species IDs are on the VIMS website.	HRCP - Review more recent SAV data and compare to the five year composite.
Bund/berm Development	A bund and perimeter berm will be created for the north and south island expansions. The bund will be created first, then filled in behind to create the expansion. Details can be seen in Appendix G section 3b.	HRCP review Appendix E to provide more detail on sequencing, pile driving, and bund installation.
Summary of Project	George (USACE) requested a concise project description (10 pgs or less) that describes the exact procedure, activities, and important numbers needed to approve the permit.	HRCP – provide concise (10pgs or less) description of work summary with important numbers referenced at a time closer to final permit writing. Provide clarification on sequencing of island construction.
Jet Grout	Process of jet grouting (found in Appendix L) was described: drill rig is positioned on trestle, drills in, the mix is brought up, directed to the pump, brought to the treatment and discharge completely contained. No open conveyors.	Include in Summary requested above.
Dredge Quantities	GJ noted that the dredging for the north and south islands was not including in the Appendix L dredging discussion and plans. DG responded that we did not	HRCP - Provide dredge quantities, depths (including overdredge)

	<p>want to double count the impact areas. GJ requested that since the permit will define allowable dredging (regardless of purpose or location), it is preferred to have the information in one place. DG stated that we will comply, and that the dredge quantities are listed in Appendix L Table 2. BH asked about sideslopes for the 18 ft dredge cut at the south island. LP stated that if that option is used, sheetpiles would be used as Support of Excavation (SOE). For other dredge areas, side slopes have been taken into account on the footprint.</p> <p>DO (NOAA) noted that if piles driven behind SOE or a bund, there would be far less impact. DO commented that he thought there were pile discrepancies between the EFH appendix and quantities referenced in the JPA.</p> <p>It was also noted by GJ that avoidance and minimization has been done across the whole project in reference to dredge footprints and quantities. GJ asked when the South Island design would be narrowed down from two options to one. DG responded that the supplemental borings (currently underway) are needed.</p>	<p>and footprint for all dredging in one location in the JPA.</p> <p>HRCP to review for discrepancies between the EFH And other locations in the JPA</p>
<p>Willoughby Spit Structures and Piers</p>	<p>Proposed activities at the Willoughby Spit laydown area include: bulkhead reconstruction/repair, fixed dock construction, floating dock installation, finger pier construction, and removal of an existing pier. Willoughby Bay trestle area private docks come very close to the bridge structure. Written notices (post cards) were sent out as part of the public notice. GJ stated that information requests from some of these individuals will likely be received.</p> <p>BH asked why the fixed pier was so long? DB responded that it is for the anticipated barge length. BH inquired whether the shading equation was used to evaluate wetland impacts along the western landfall of the WBB. HRCP responded that the equation was utilized and it resulted in no shading impacts being claimed in this area.</p>	<p>HRCP - Consult right of way specialist about Willoughby Spit trestle area and private docks. There may be encroachment issues with constructed structures (piers/docks) into ROW.</p>
<p>Location T-150</p>	<p>This is the outlet to a culvert. HRCP plans to do field inspection of culverts prior to work. May be able to refine impact. J. Hannah stated that we need to maintain existing flow. GJ stated that he was OK with habitat modifications to the PJD and that they only need to be brought to his attention with the JPA information</p>	<p>HRCP - Field confirm condition of location T-150/P-150 and E10W classification.</p>

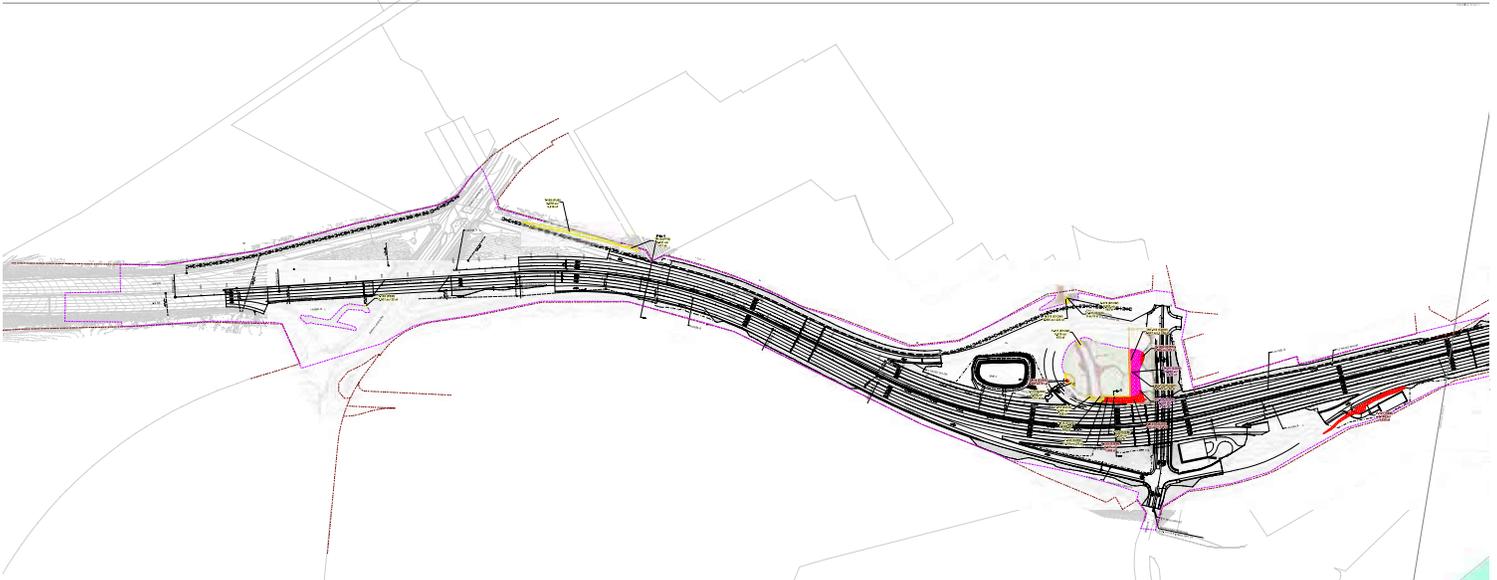
Location PC-166/T-166	This permanent conversion (PC) impact is related to a drainage feature. Impacts may be refined after inspection to determine the scope of repair work.	HRCP – pipe inspection
Location T-258	JH (VDEQ) inquired about this location. Area for potential connector/temporary access for temporary construction access. GJ asked if we are accounting for this impact regardless of VDOT options. JM stated Yes.	
Location T-172	BH asked about the streambank impacts. JH asked how the stream would be restored if impacted, and suggested that this info could be included in Note section of plans.	HRCP to take photos in this area and confirm conditions.
Pile Driving	BH noted that in one location in the JPA there may be a discrepancy with the size of the concrete bridge trestle piles. He asked whether we accounted for 30"x 30" piles but it was assumed that a change to 54" piles would result in a decrease in the total number of piles. GJ asked about the use of bubble curtains. DO asked about the use of hollow steel piles (the size of the piles, number, location, and when they will be used). JM stated that all temporary structures will use steel pipe piles. HRCP will qualify which pile driving operations will use bubble curtains based on water depth.	HRCP investigate potential discrepancies and confirm pile impact. Provide numbers, timing, locations of all temporary piles. If in IHA, provide reference to the locations in the document.
Compensatory Mitigation	TSp described the proposed compensatory mitigation. GJ recommended a mitigation workshop. For the permit, USACE will want to see letters of credit availability and, prior to construction, documentation that credits have been purchased. BH asked for clarification that compensating double mitigation for impacts at Mallory; he stated that he JPA made it seem that we were proposing 3:1 for all impacts.	Schedule mitigation workshop for Nov 6 at VMRC in Ft. Monroe. Clarify in JPA that compensating 2:1 for emergent, 3:1 for scrub-shrub, and 4:1 for forested wetlands at Mallory. Revise Appendix P as appropriate to be clear which impacts are resulting in which compensation and provide to agencies by October 23.
VPDES	National Pollution Discharge Elimination System (NPDES) permit required for treated process water discharge. MW (VDEQ) stated that a Nutrient General Permit would be required. TS will get numbers for nutrient loading and make a general statement/application. These numbers need to be provided with the application by January 1 st . TS states the first part of November is scheduled to apply for	HRCP - Provide information from benchscale testing when available.

	VPDES. DG states the benchscale testing is being done in October, then we will have a lot more information. GJ suggested that a general statement pertaining to the constituent chemicals in the discharge water will be needed for the public response.	
Next meeting	Next meeting will be the morning of 6 November 2019 and will be focused on compensatory mitigation. Any documents/information to be discussed needs to be sent to all parties by the week of 23 October, and mitigation tables no later than 27 Oct.	Provide next meeting documents by week of 23 October 2019.
VMRC Hearing	Needs to be scheduled around February to support April receipt of permits.	
December ENV Agency Update meeting	Tentatively scheduled for morning of 11 December 2019. JH and GJ indicated they didn't think monthly agency meetings were necessary. They suggested bi-monthly meetings but were open to topic-specific breakout meetings. JH wants to be notified of the meeting topic in advance. EH noted that she is unavailable the first Tuesday of every month due to the VIMS staff meeting. DO prefers morning meetings.	
Project website	Being worked on. Right now information is on the VDOT website. If information is sent, please send hard copies (disks, flash drives, etc.) since file sizes are too large to download.	HRCP to keep a log of all revisions.
Avoidance & Minimization (A&M)	BH asked if top down construction had been considered. JM said Yes. GJ suggested that design concepts that were considered but not actually implemented be included in A&M discussion.	Add quantity of dredging avoided due to use of temp trestles and jump trestles to A&M Section. Verify that all A&M reductions are from bid phase to final design phase. Do not use NEPA impacts as a starting point. Add "top down" temporary trestle construction to A&M; avoids SAV impacts.
General	GJ requested that all agencies be copied on responses for information. Requested the RFIs be tracked and organized for easy reference. Also requested that hardcopies and disks be submitted when significant revisions are made; review will be much quicker this way. DG asked if VIMS had a 90-day review period and when had that started? EH responded that there is no specified 90-day review period for VIMS. She	Check to make sure numbers are consistent among JPA sections and appendices.

	understands that VIMS comments will be required prior to January to support the January 1 st design completion date requested by the USACE.	
End of meeting 12:38		



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 | Mean High Water (0.25 R) |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GAJ | E10W-Shallow | E2EM | PSB | R8 | Mean Low Water (-1.48 R) |
| Permanent Conversion Impact | Jump Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | R2 | Navigation Channel Limit |
| Permanent Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R4 | | |
| Extended Shading Impact | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | | | |



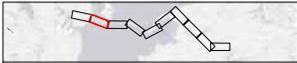
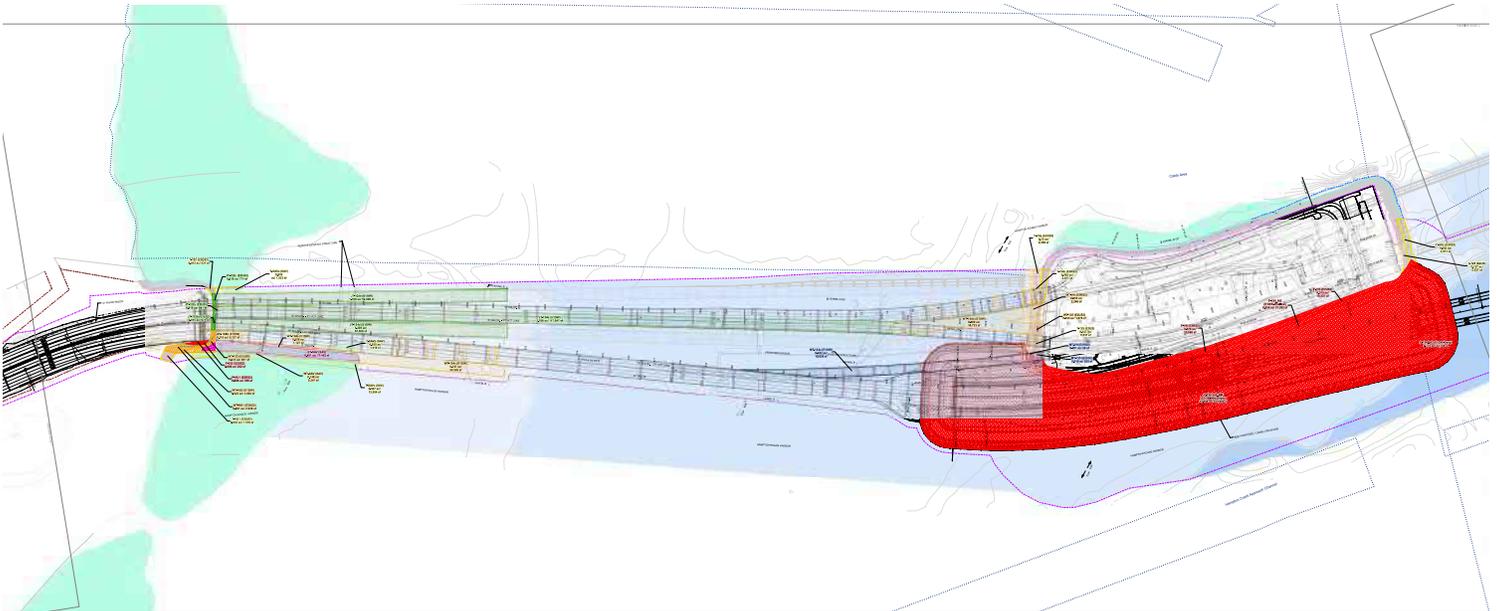
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I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJE
JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 1

SEPTEMBER 11, 2019



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 | Mean High Water (0.25 R) |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GAJ | E10W-Shallow | E2EM | PSB | R8 | Mean Low Water (-1.48 R) |
| Permanent Conversion Impact | Jump Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | R2 | Navigation Channel Limit |
| Permanent Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R4 | | |
| Extended Shading Impact | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | | | |



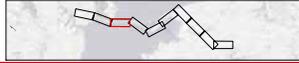
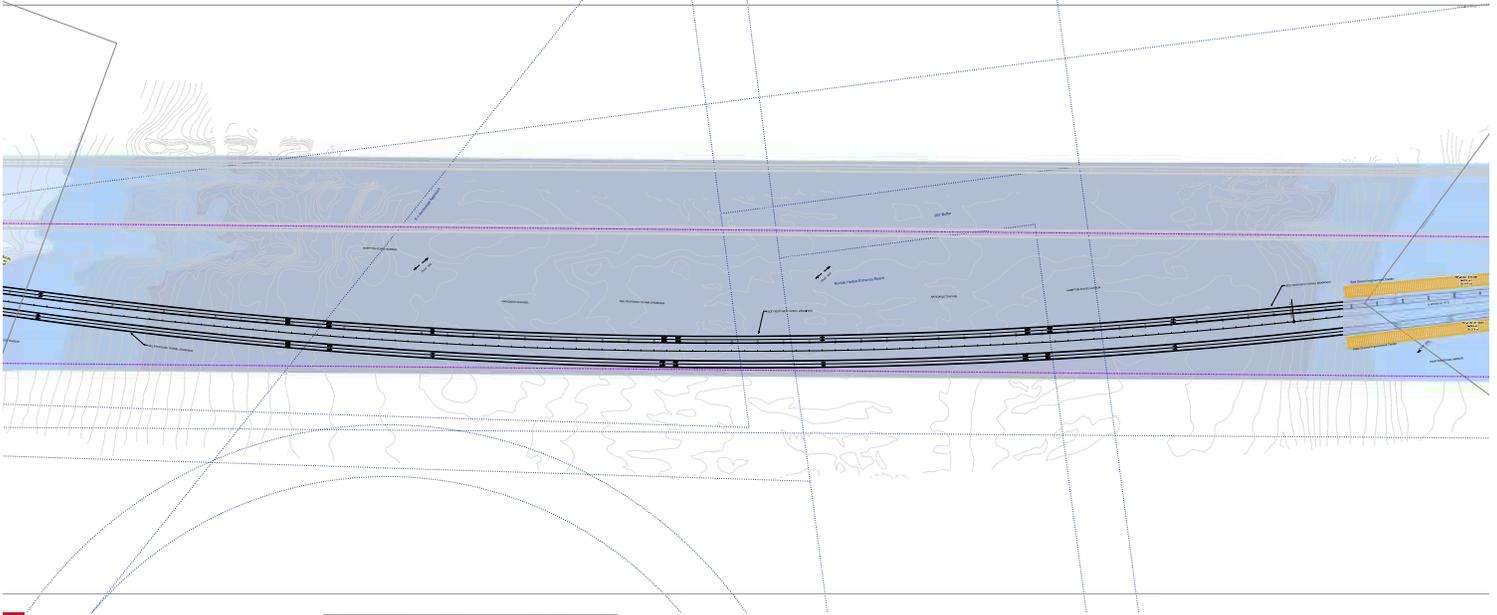
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DATA SOURCE: 1/85, 1/007, FWA

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJE
JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 2

SEPTEMBER 11, 2019



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GMF | E10W-Shallow | E2EM | PSB | R8 |
| Permanent Conversion Impact | Jump Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | Mean High Water (0.25 R) |
| Permanent Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R2 | Mean Low Water (-1.48 R) |
| Extended Shading Impact | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | R4 | Navigation Channel Limit |



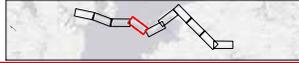
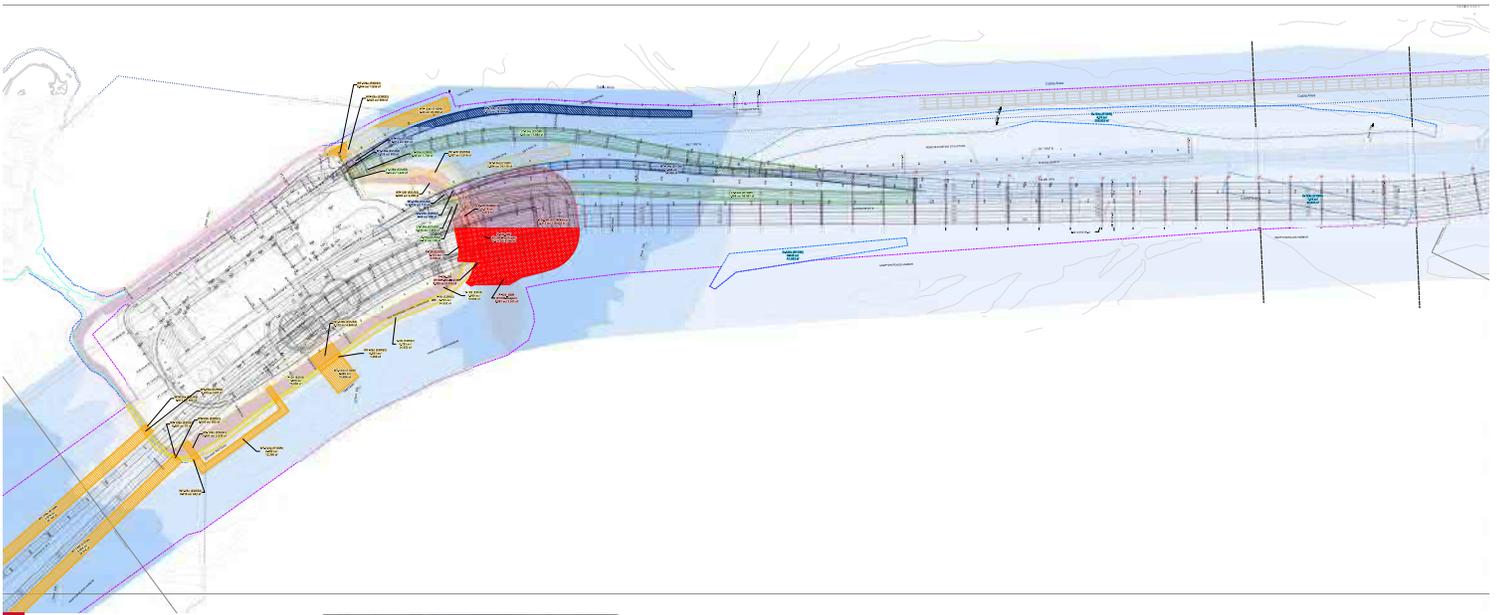
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I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJE
JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 3

SEPTEMBER 11, 2019



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GMF | E10W-Shallow | E2EM | PSB | R8 |
| Permanent Conversion Impact | Jump Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | Mean High Water (0.25 R) |
| Permanent Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R2 | Mean Low Water (-1.48 R) |
| Extended Shading Impact | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | R4 | Navigation Channel Limit |



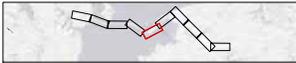
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JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 4

SEPTEMBER 11, 2019



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GAF | E10W-Shallow | E2EM | RS6 | R8 |
| Permanent Conversion Impact | MOT Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | Mean High Water (0.25 R) |
| Extended Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R2 | Mean Low Water (-1.48 R) |
| | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | R4 | Navigation Channel Limit |

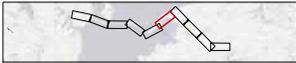
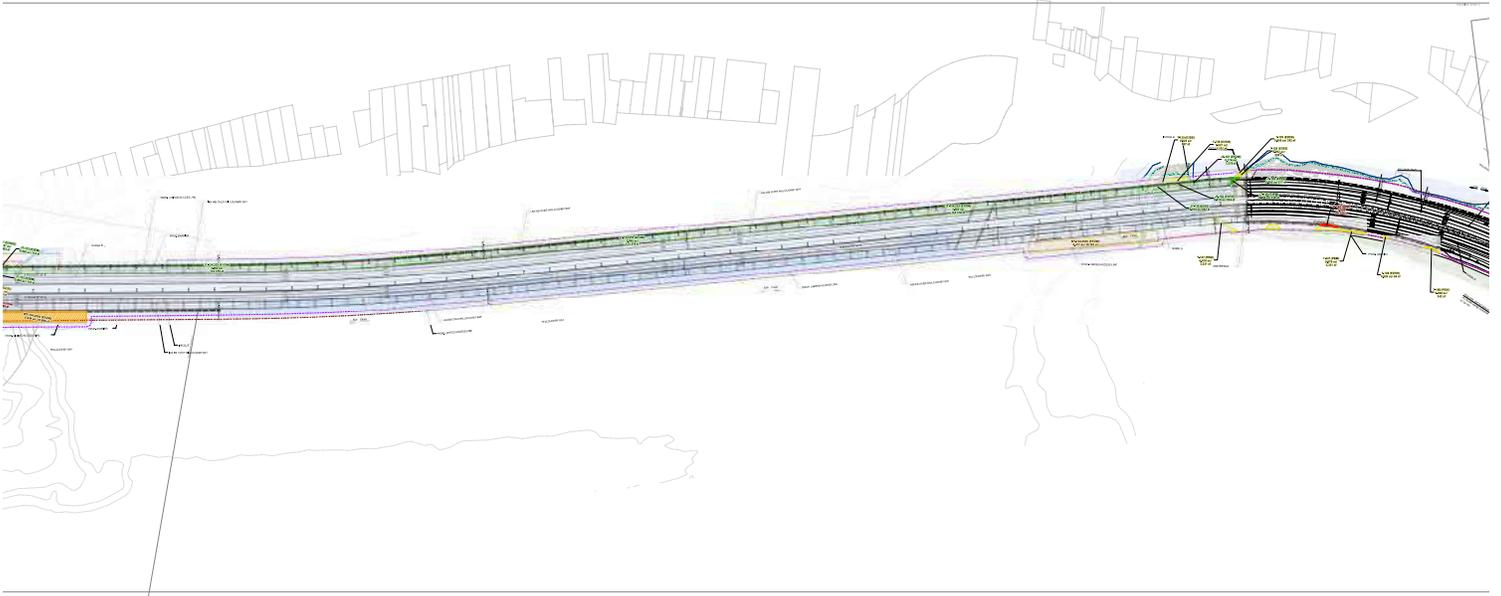


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JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 5

SEPTEMBER 11, 2019



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| Permanent File Impact | MOT Trestle Impact | Limit_of_Disturbance | VDOT Right of Way | Proposed Roadway | Existing Contour | E10W-Mid Depth | E2US3 | PEM | R6 |
| Permanent Impact | Work Trestle Impact | Jump Trestle Footprint | Sound Wall | Proposed Drainage | GAF | E10W-Shallow | E2EM | RS6 | R8 |
| Permanent Conversion Impact | MOT Trestle Impact | MOT Trestle Footprint | Retaining Wall | Proposed Contour | E10W-Deepest | E2RF | E2SS | PFO | Mean High Water (0.25 R) |
| Extended Shading Impact | Dredge Impact | Work Trestle Footprint | Grading Limit | Existing Roadway and Drainage | E10W-Deeper | E2RS2 | E2FO | R2 | Mean Low Water (-1.48 R) |
| | Temporary Impact | | | | E10W-Deep | E2US2 | PUB | R4 | Navigation Channel Limit |



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JOINT PERMIT APPLICATION IMPACT PLA1
SHEET 6

SEPTEMBER 11, 2019