

LONG RANGE TRANSPORTATION PLAN AND HAMPTON ROADS CROSSING STUDY (HRCS)

SEPTEMBER 28, 2016

Presented By:

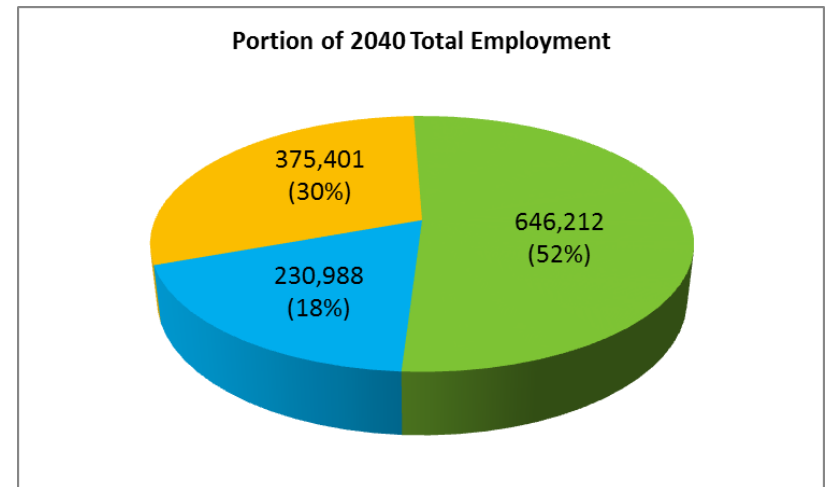
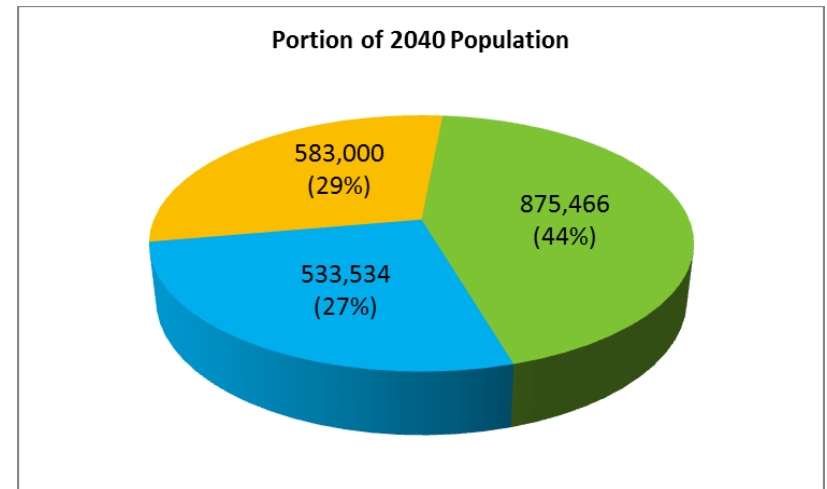
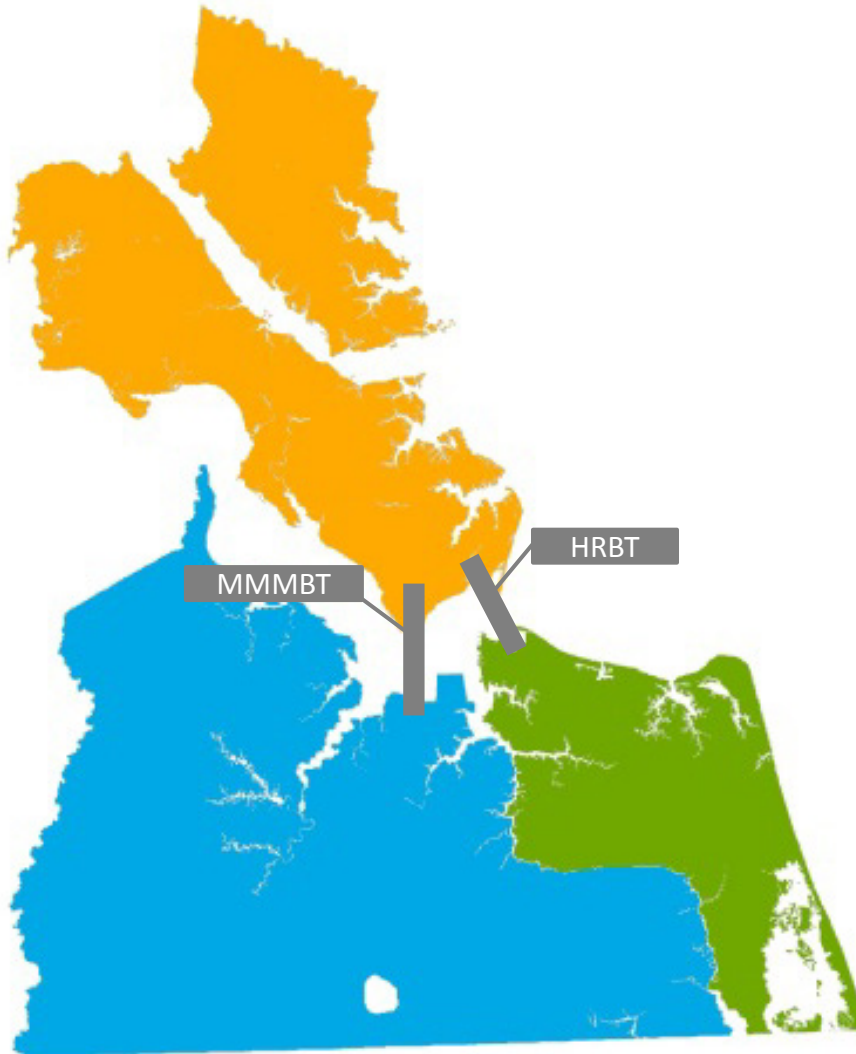
Bob Crum, Executive Director



Long-Range Transportation Plan (LRTP)

- The LRTP is the **blueprint** for the region's transportation future
- The LRTP identifies all **regionally significant transportation projects** in the metropolitan area
- The LRTP has a **planning horizon of 20 years** and is **updated every 5 years**
- The LRTP must be "**fiscally-constrained**" demonstrating how projects will be paid for

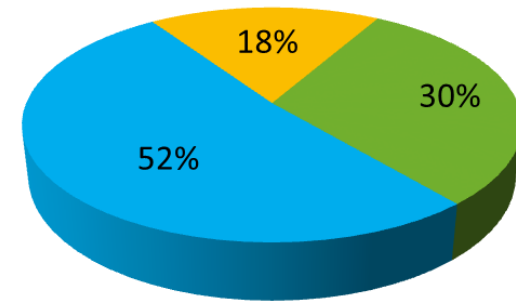
Forecasted 2040 Population and Employment



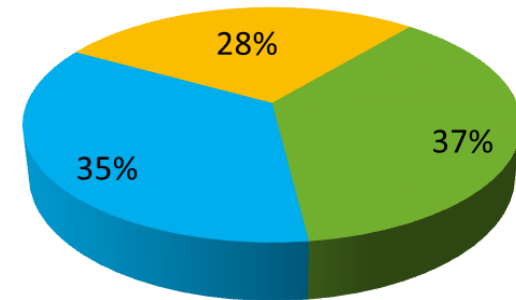
Forecasted Growth - 2009 to 2040



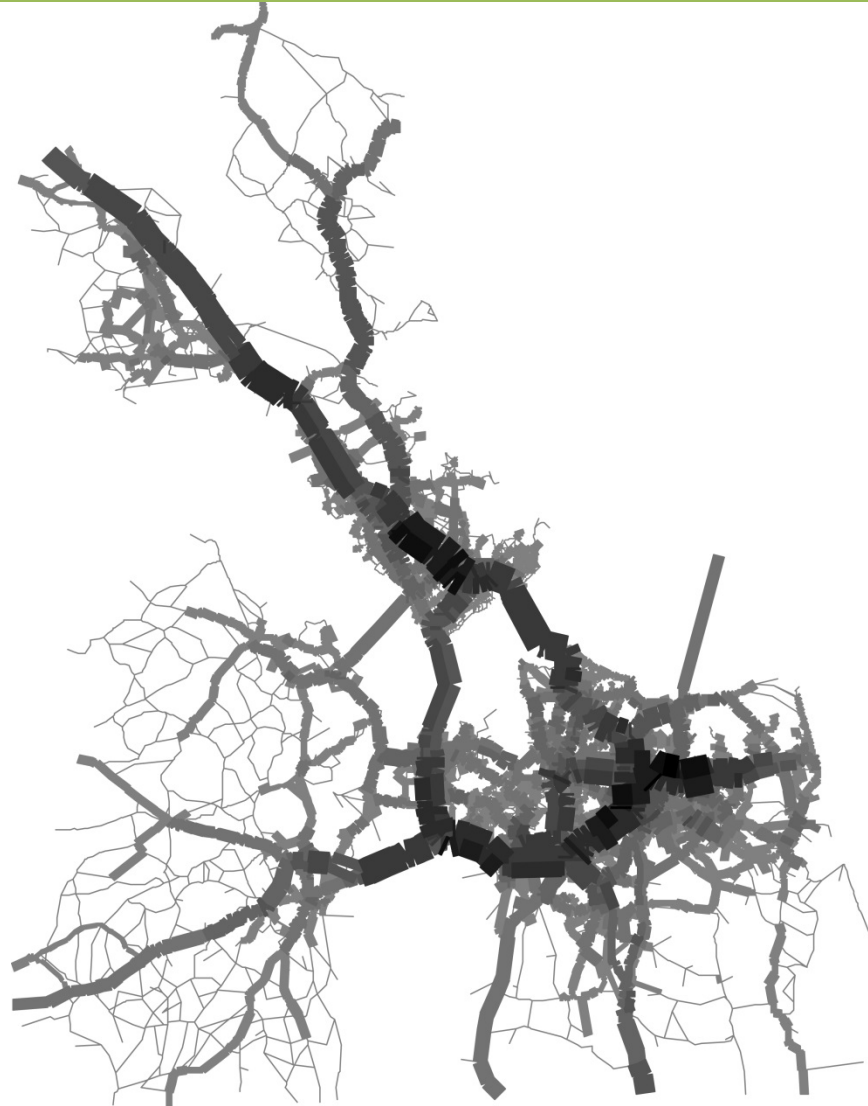
Population Growth



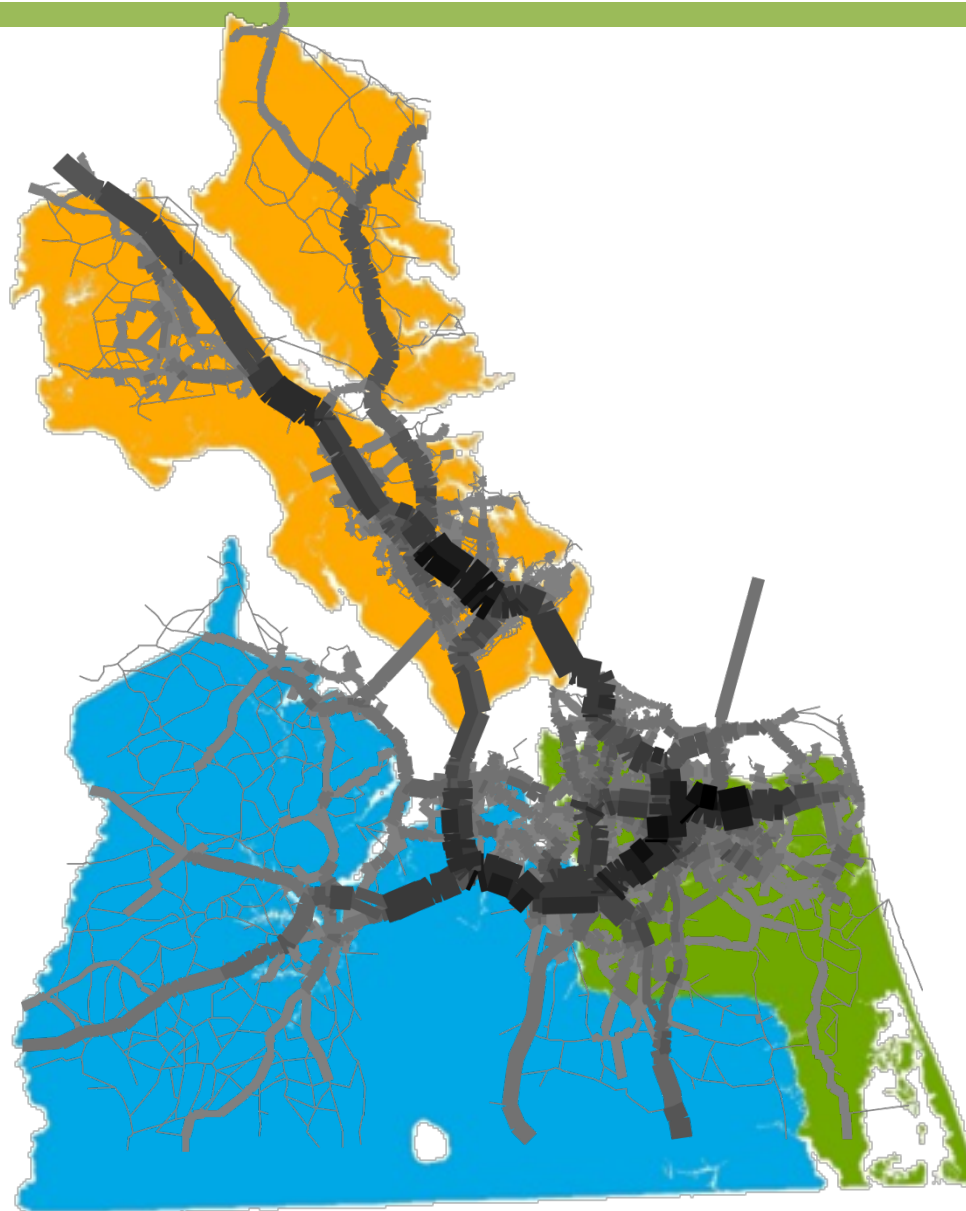
Employment Growth



2040 Travel Demand



Future Regional Connectivity



Observations

- Demand will remain strong for the I-64/HRBT Corridor
- Growth is moving to the southwest portion of our Region
- We must plan for the emerging traffic patterns associated with this southwest shift

How Do We Support These Trends?

- Rather than HRBT *or* _____
- Consider HRBT *and* _____
- The question for our TPO is to fill in the blank

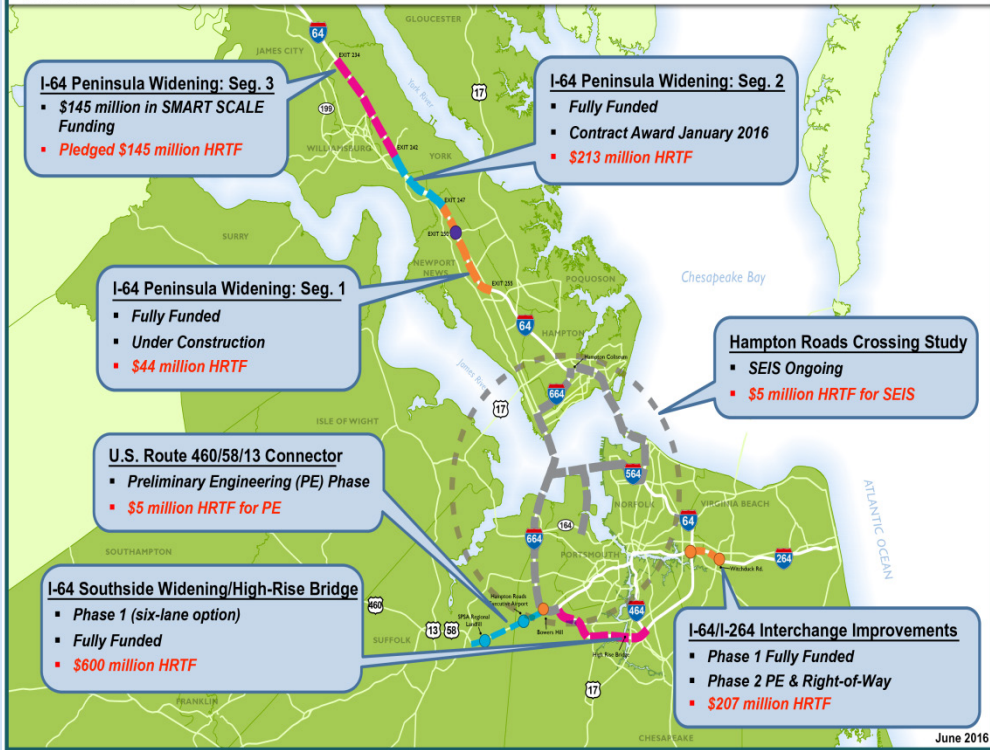
The HRTPO Board has unanimously endorsed the Hampton Roads Third Crossing/Patriot's Crossing as the Preferred Alternative in 1997 and reaffirmed its endorsement in 2013.

2040 LONG-RANGE TRANSPORTATION PLAN: REGIONAL PRIORITY PROJECTS

Sequencing Based on Project Readiness

HAMPTON ROADS REGIONAL PRIORITY PROJECTS

“Moving Projects Forward – HRTF Investments”



- I
 - I-64 Peninsula Widening
 - I-64/I-264 Interchange
- II
 - I-64 Southside Widening/High-Rise Bridge - Phase 1
- III
 - Hampton Roads Crossing: Locally Preferred Alternative - Phase 1
- IV
 - I-64 Southside Widening/High-Rise Bridge - Phase 2
- V
 - I-64/Fort Eustis Blvd Interchange
 - US Route 460/58/13 Connector

❖ Approved by the HRTPO Board at its February 18, 2016 Meeting.



HAMPTON ROADS REGIONAL PRIORITY PROJECTS

“Moving Projects Forward – HRTF Investments”

I-64 Peninsula Widening: Seg. 3

- \$145 million in SMART SCALE Funding
- Pledged \$145 million HRTF

I-64 Peninsula Widening: Seg. 2

- Fully Funded
- Contract Award January 2016
- \$213 million HRTF

I-64 Peninsula Widening: Seg. 1

- Fully Funded
- Under Construction
- \$44 million HRTF

U.S. Route 460/58/13 Connector

- Preliminary Engineering (PE) Phase
- \$5 million HRTF for PE

I-64 Southside Widening/High-Rise Bridge

- Phase 1 (six-lane option)
- Fully Funded
- \$600 million HRTF

Hampton Roads Crossing Study

- SEIS Ongoing
- \$5 million HRTF for SEIS

I-64/I-264 Interchange Improvements

- Phase 1 Fully Funded
- Phase 2 PE & Right-of-Way
- \$207 million HRTF

HRCS SEIS PURPOSE AND NEED

“The purpose of the HRCS is to **relieve congestion at the I-64 HRBT** in a manner that improves **accessibility, transit, emergency evacuation, and military and goods movement along** the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and VA 164 corridors.”

ALTERNATIVE A

- Improvements to I-64 between I-664 (Hampton) and I-564 (Norfolk)
- Widens existing facility to six-lanes
- Improvements would be largely confined to existing right-of-way
- **Cost: \$3.3 Billion (2016\$)**
 - includes a 40% Contingency



ALTERNATIVE B

Includes:

- All Alternative A improvements
- New bridge/tunnel across Elizabeth River
- New highway along east side of Craney Island to Route 164 (Portsmouth)
- Widen Route 164 to I-664
- **Cost: \$6.6 Billion (2016\$)**
 - includes a 40% Contingency



ALTERNATIVE C

Includes:

- Widen I-664 from I-64 (Hampton) to I-264 (Chesapeake)
- New connector between I-664 and I-564
- New highway along east side of Craney Island to Route 164 (Portsmouth)
- Transit only lanes
- **Cost: \$12.5 Billion (2016\$)**
 - includes a 40% Contingency



ALTERNATIVE D

- Includes all components of Alternatives B and C without transit only lanes
- **Cost: \$11.9 Billion (2016\$)**
 - includes a 40% Contingency



NAVY CONCERNS

- **Eastern Terminus – Under active design by VDOT / This issue is resolvable**
- **Craney Island Fuel Terminal – Need guidance from Navy as to tunnels under navigation channels and acceptable distance from fuel terminal. The Navy is strongly opposed to bridges north of Craney Island-Fatal Flaw**

ARMY CORPS OF ENGINEERS CONCERNS

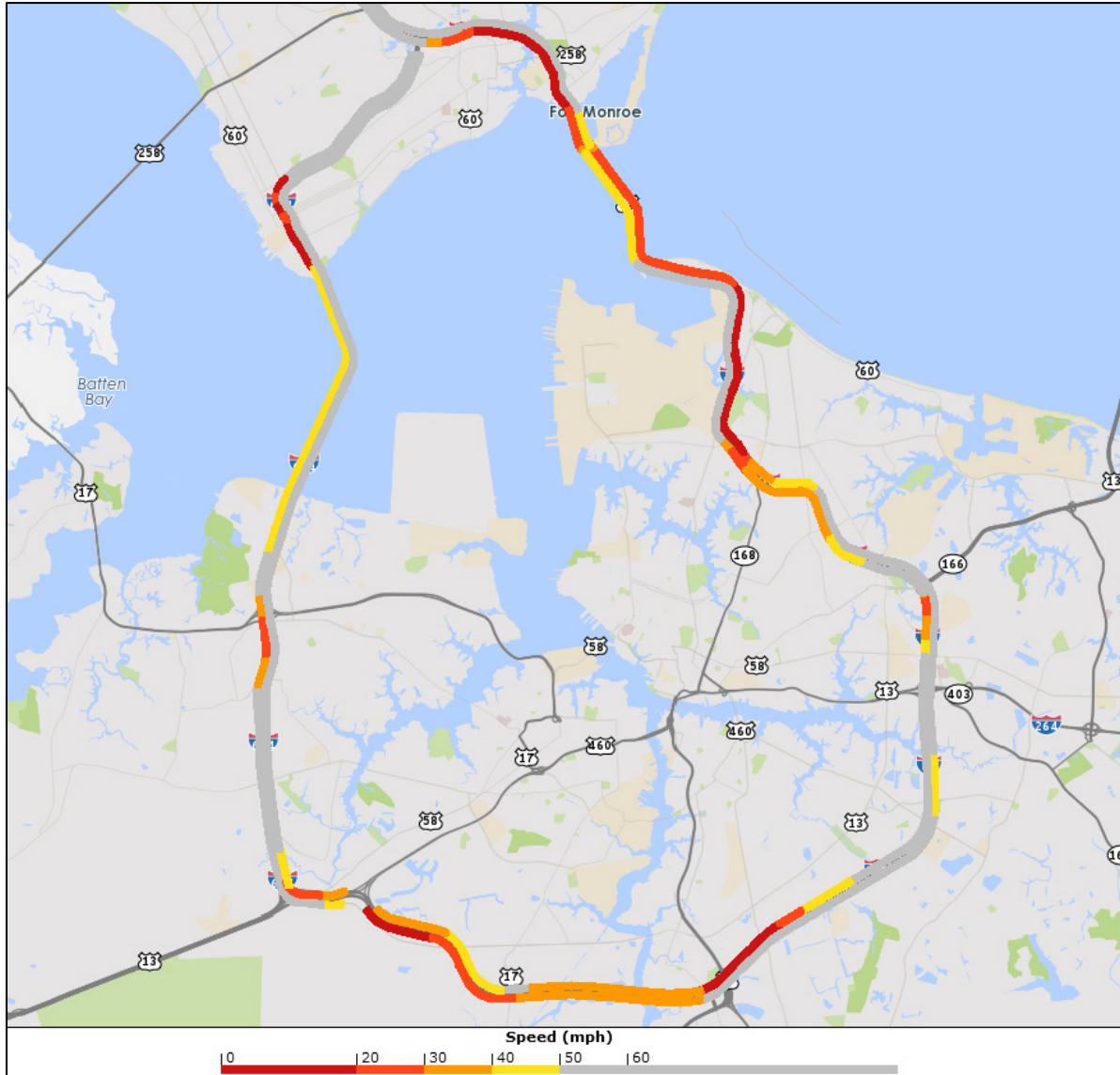
- Decision of National Importance – To be made at Headquarters level.
- Least Environmentally Damaging Practicable Alternative (LEDPA) – Corps considers all alternatives meet Purpose and Need / We Disagree
- Water Bird Nesting – Address during construction
- Alternative C & D have greatest impacts – C does little to address HRBT congestion/Fatal Flaw
- Alternative A, according to Corps, could contain 7-9 lanes – We believe that is an unacceptable impact on built environment and historic structures – Cemetery in Hampton (Hampton University and Willoughby split) Additional study required
- Wetland Impacts – Avoid and mitigate/ More study needed after an Alternative is selected. Corps calls attention to Section I, which is Hampton Terminus of Alternative A.

ARMY CORPS OF ENGINEERS CONCERNS (CONT.)

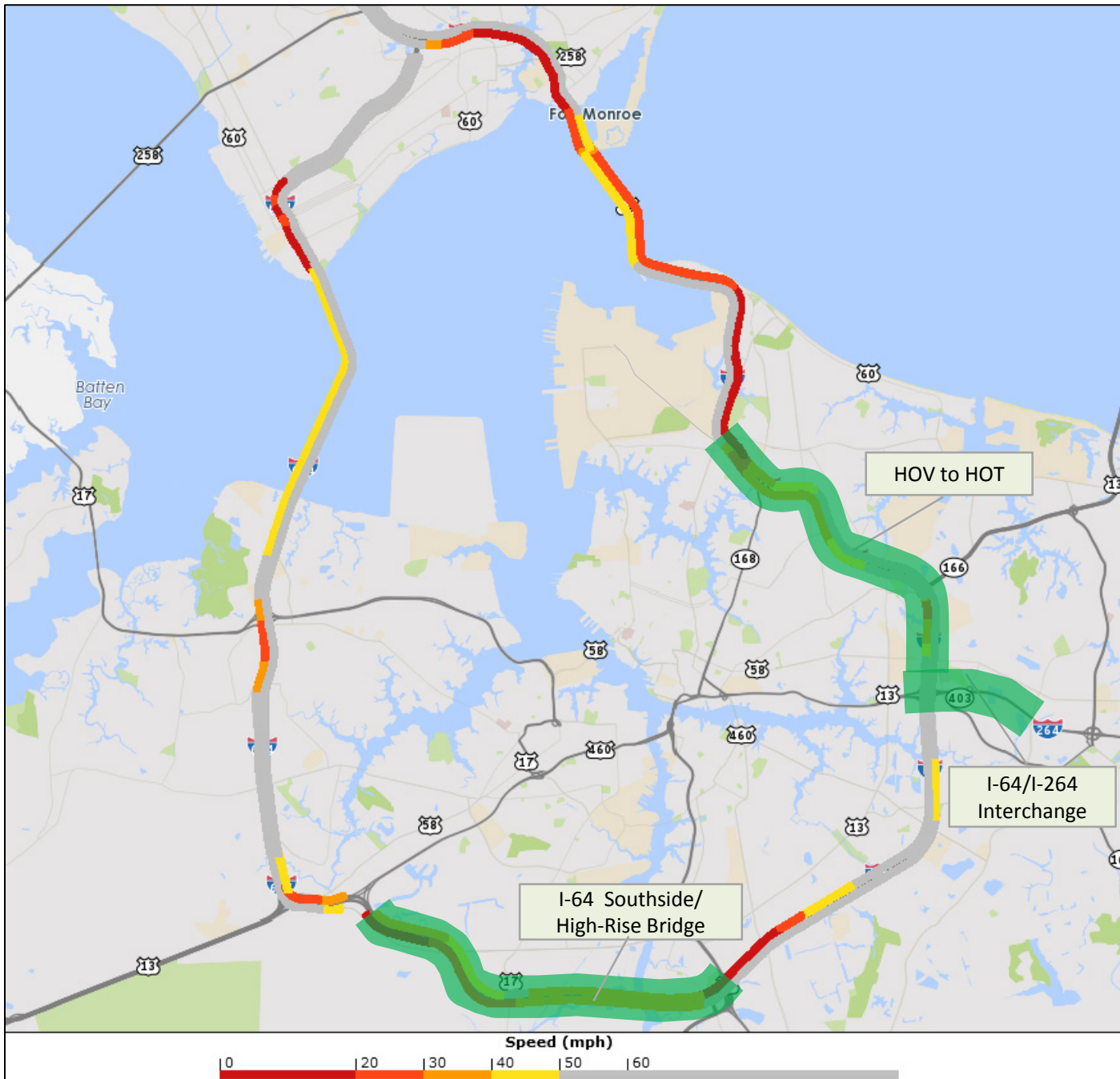
- **Tolls –need for more study and Environmental Justice impacts / We concur**
- **Transit – Alt C is only alternative with dedicated transit – future discussion on BRT, HOT lanes, etc. / We Concur**
- **Wetlands & Aquatic Resources – Better delineation needed / We Concur**
- **Sediment Transport, Bank Erosion, Etc.- Additional study needed / We Concur**
- **Impact on Craney Island Disposal Site – Additional coordination needed / We Concur-Hybrid Alternatives may be acceptable if we clearly and thoroughly document the steps followed to arrive at that conclusion.**

HAMPTON ROADS BELTWAY

PM PEAK HOUR CONGESTION, JUNE 2016



Source: RITIS using INRIX data.

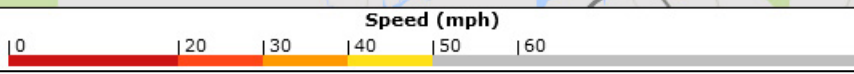


Programmed for Construction

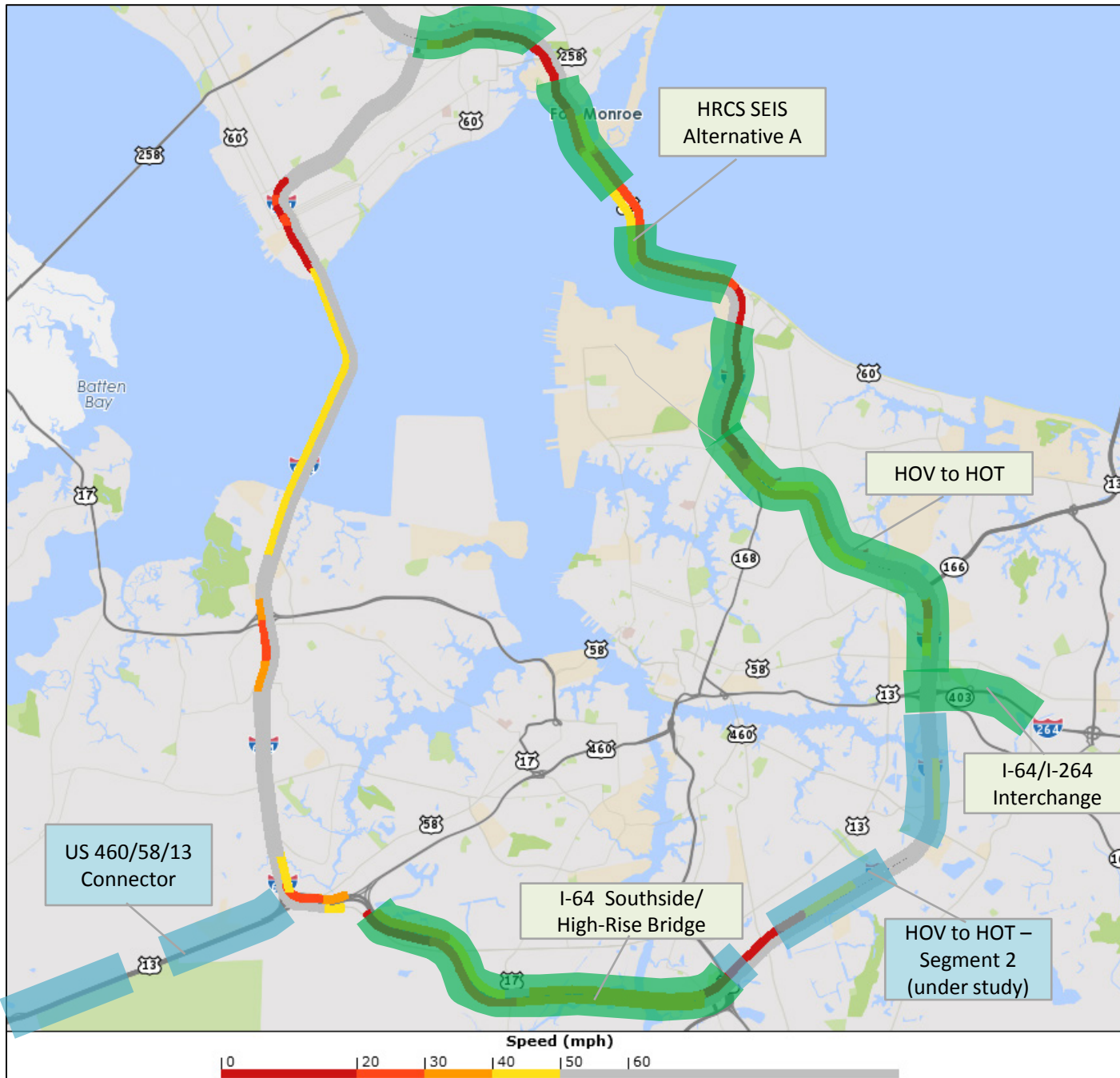
HOV to HOT

I-64/I-264 Interchange

I-64 Southside/ High-Rise Bridge



Source: RITIS using INRIX data.



- Programmed for Construction
- Under Study
- HRCS SEIS Alternative A

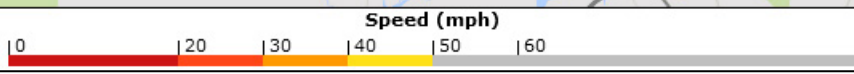
US 460/58/13 Connector

I-64 Southside/High-Rise Bridge

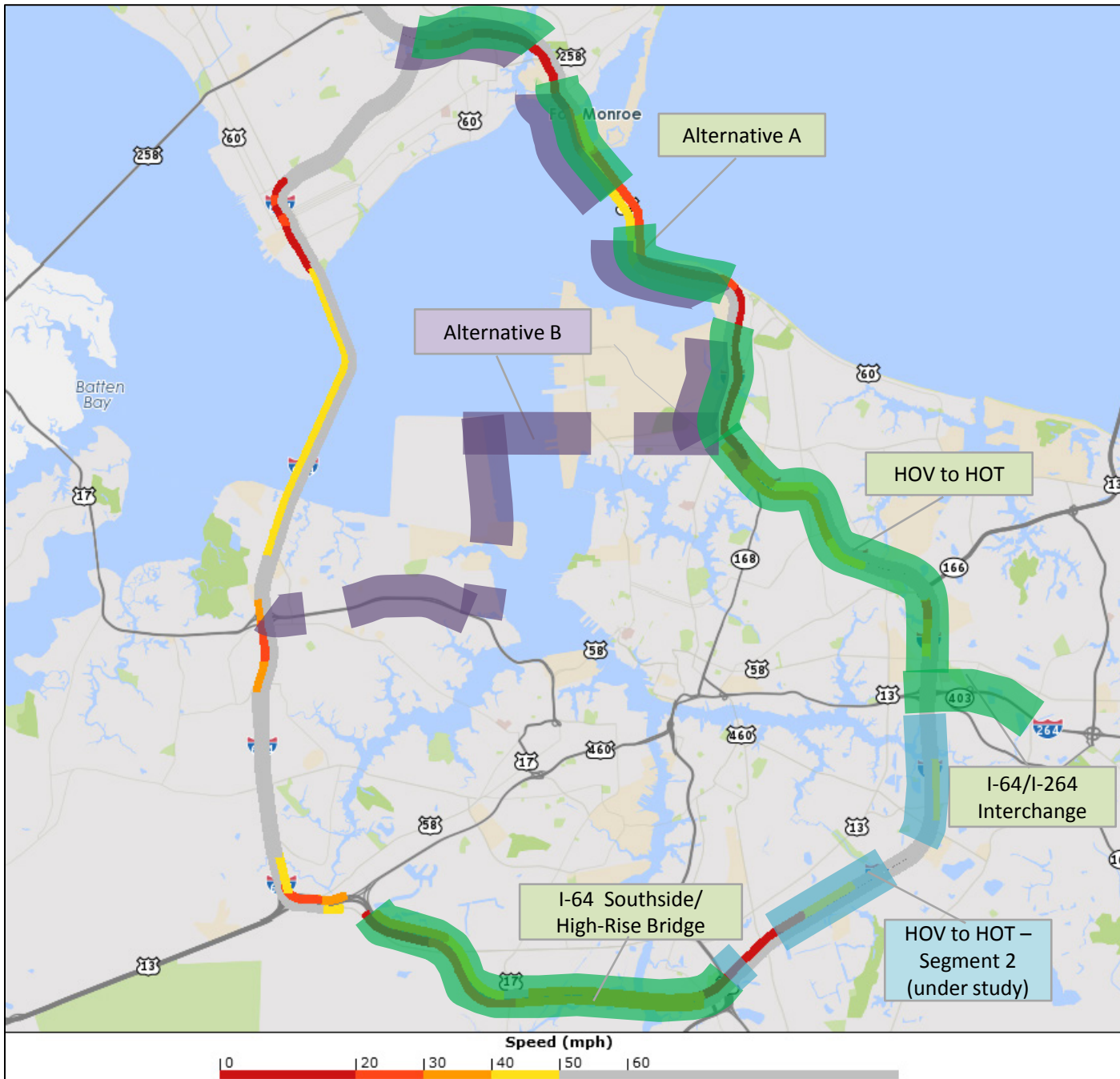
HOV to HOT

I-64/I-264 Interchange

HOV to HOT – Segment 2 (under study)



Source: RITIS using INRIX data.



- Programmed for Construction
- Under Study
- HRCS SEIS Alternative A
- HRCS SEIS Alternative B

Source: RITIS using INRIX data.

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THANK YOU!
