

HREL

**HAMPTON
ROADS
EXPRESS
LANES**

N E T W O R K





CITY OF HAMPTON PROJECT OVERVIEW

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Agenda

- **Project Overview**
 - HREL Network Overview
 - Location Map
 - Purpose/Overview, Scope & Status
 - Roadway, Drainage, Bridge, Tolling & Sound Barriers
 - Transportation Management Plan
 - Adjacent Projects
 - Stakeholders
 - Property Impacts
- **Project Status**
- **Anticipated Schedule**

Hampton Roads Express Lanes Network Phased Delivery

HRELN is a continuous network of Express Lanes in each traffic direction on I-64 from the Jefferson Avenue interchange in Newport News to the I-64, I-264 and 664 Bowers Hill interchange in Chesapeake. Divided into four segments, it will be delivered in two phases:

Existing

Segment 1 (two reversible Express Lanes)

Phase I (Under Construction)

Segment 2 – under construction and fully funded (one Express Lane in each direction, completion by end of 2022)

Segment 3 (HRBT Expansion Project) – additional capacity with the construction of new tubes and lanes, completion in 2025

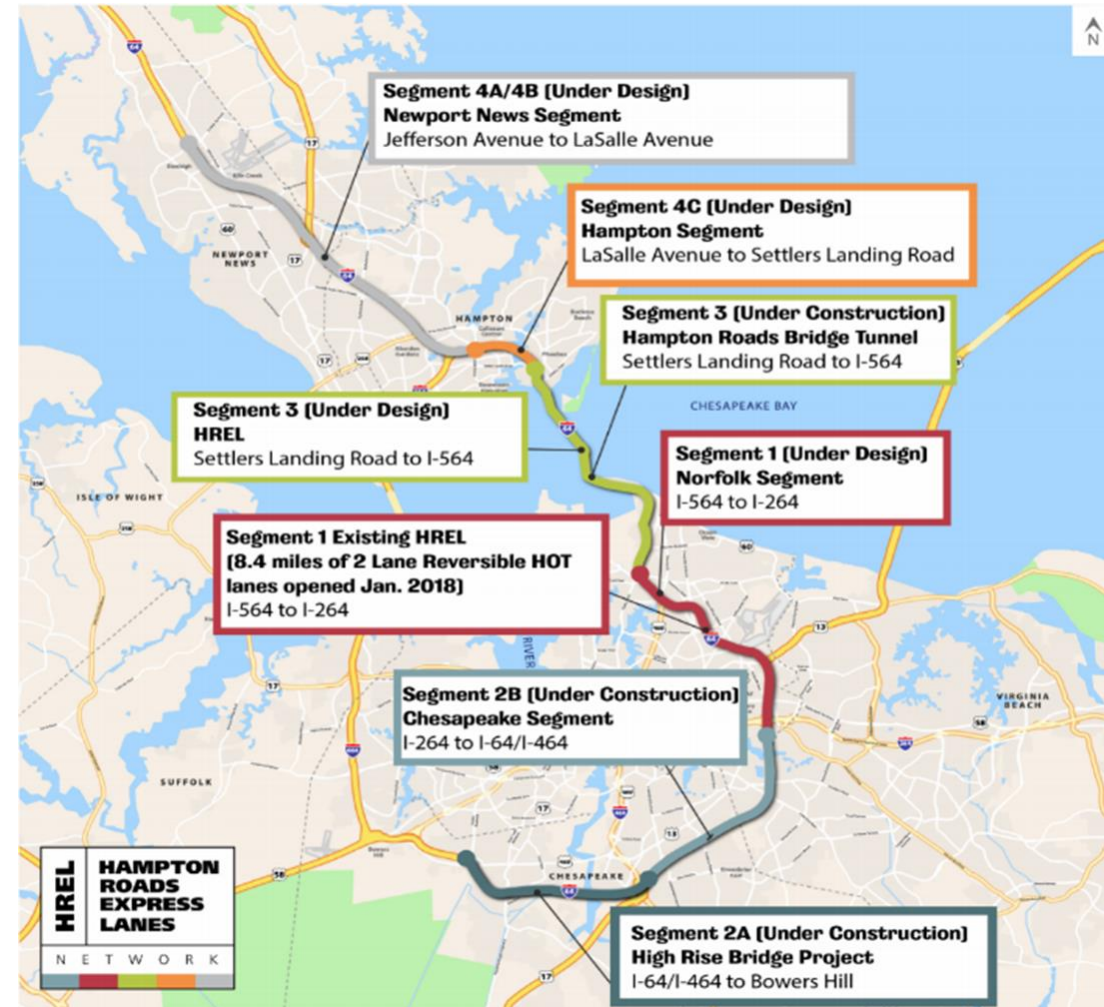
Phase II (Currently in Preliminary Design)

Operational by the end of 2025

Segment 1 – completes modifications to the I-564 interchange to facilitate a two-Express Lane westbound transition and provides a single bi-directional part-time Express shoulder lane to operate in concert with the Reversible Lanes

Segment 4a/b – constructs one Express Lane in each direction from LaSalle Ave. to the Mercury Blvd. interchange and converts the existing H.O.V. lane to an Express Lane in each direction from Jefferson Ave. to the Mercury Blvd. interchange

Segment 4c – provides a two-Express Lane eastbound entrance transition



Project Location Map



Project Purpose

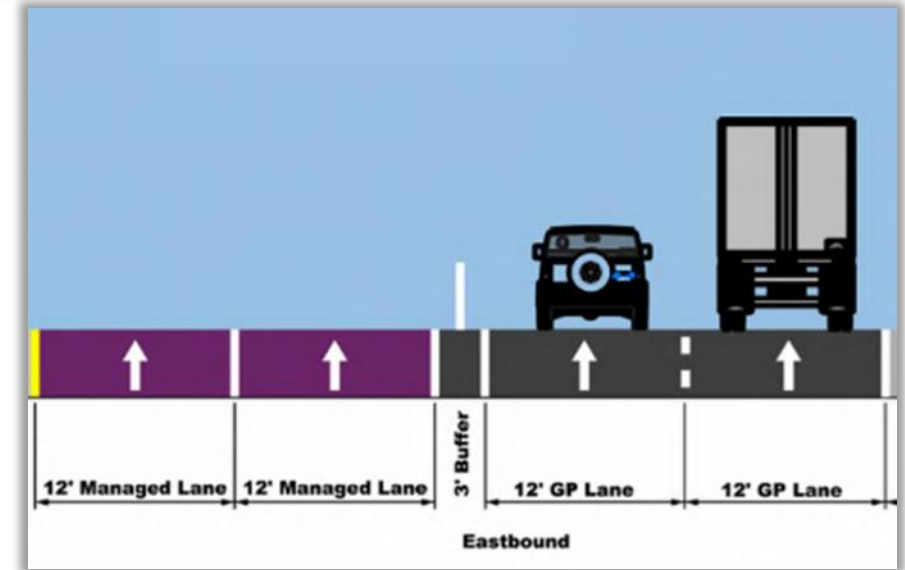
- Provide for faster travel times in the general purpose and managed lanes, less congestion in general purpose lanes, and a more reliable system of travel in the Interstate 64 corridor
- Managed lanes can improve travel time and reliability by providing drivers an option during peak travel times when congestion is highest
- Car-pooling is encouraged by making the managed lanes free for high-occupancy vehicles
- The HREL Network provides seamless connectivity between the existing Express Lanes segments of I-64 in the Hampton Roads region

Project Goal: Relieve congestion and provide reliable travel times for managed lanes with dynamic tolling



Project Overview – Roadway

- Project length is 2.4 miles: From 0.138 miles east of LaSalle Ave to 0.500 miles east of Settlers Landing Road
- Convert Three (3) Existing EB and WB General Purpose (GP) Lanes into 2 Managed Lanes and 2 GP Lanes
- Proposed lanes will be shifted towards median:
 - Limiting the Right of Way required to construct the project
 - Avoiding impacts on interchanges and other existing facilities
- Install Retaining Walls
- Realign Interstate Ramps as necessary



Project Overview – Drainage/Environmental

- This project is grandfathered to use the Part IIC drainage requirements and has been approved for 100% offsite Nutrient Credit Purchase
- The limits of I-64 HREL Segment 4C were included within Hampton Roads Crossing Study (HRCS)
- Archaeological Survey is complete
- Wetland Delineations and Cultural, Water and Biological Resources surveys within VDOT Right of Way are complete
- Wetland Delineations survey for potentially impacted areas outside of VDOT Right of Way is complete



Project Overview – Bridges

- Replace the EB Hampton River bridges and widen and rehabilitate the WB Hampton River bridge



Project Overview – Bridges

- Rehabilitate the bridge over Rip Rap Road
- Widen and Rehabilitate the bridge over King Street
- Widen and Rehabilitate the WB portion of the bridge over Settlers Landing. Rehabilitate the EB portion of the bridge over Settlers Landing



I-64 over Riprap Road



I-64 over King Street



I-64 over Settlers Landing

Project Overview – Tolling

- Part of the Hampton Roads Express Lanes Network
- One (1) EB Toll Point located within the Project
- Location is currently west of the Hampton River Bridges Between King Street and Pembroke Ave.



Project Overview – Sound Barriers

- Several existing Sound Barriers are located within the Project Limits
- Existing Sound Barriers will be removed/replaced
- Approximately 2 miles of new Sound Barriers will be included in the project - pending final Design and Noise Analysis by the DBT
- Draft Noise Analysis for current design is nearly complete
- HRCS and HRBT Noise Analysis results available upon request



Potential Sound Barrier at River Street (HRCS)



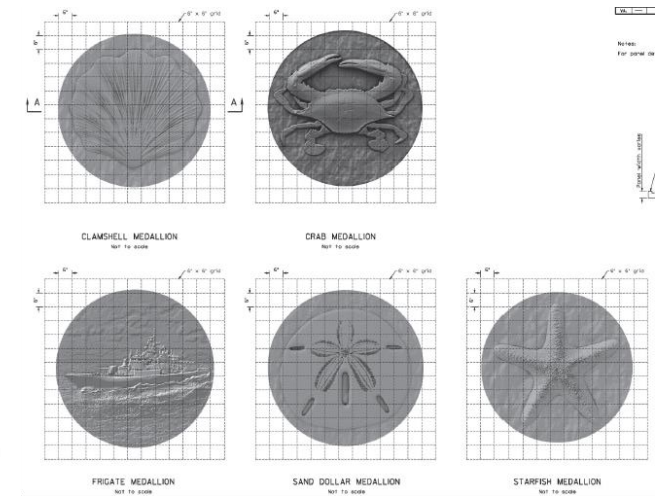
Potential Sound Barrier at Hampton National Cemetery (HRCS)

Project Overview – Sound Barriers

- Aesthetic Treatment of Proposed Sound Barriers to be Tidewater / Seascape - Virginia Drystack
- Matches HRBT Sound Barriers
- Medallion type to be Coordinated with Stakeholders
- Medallion options are Clamshell, Crab, Frigate, Sand Dollar or Starfish



Driving View of Virginia Drystack Sound Barrier



Medallion Options, Clamshell, Crab, Frigate, Sand Dollar, Starfish

Adjacent Projects

- Eastern Terminus ties into the HRBT project that is currently under construction. Both projects will be under construction at the same time, with similar construction completion dates and will require extensive coordination
- Coordination with HRBT Project will continue through the procurement and construction phase
- Western Terminus Ties into the HREL Segment 4A/4B Project
- HREL Segment 3 -Tolling Infrastructure Project



Stakeholders

- Hampton National Cemetery
- Pasture Point Historic District
- Hampton University, no temporary or permanent R/W impacts
- Woodlands Golf Course
- City of Hampton
- CSXT and S&W Railroad



Hampton University



Hampton National Cemetery

Property Impacts

- Right of way and/or easements will be acquired along the EB and WB directions with approximately 57 parcels impacted
- No permanent right of way impacts are allowed outside of what is shown on the RFP plans
- The number of impacted parcels depends on the final design of drainage ditches, roadway embankments, retaining walls, noise barrier walls, and potential utility relocations



Proximity to Waterfront Properties



Project Status

- **NEPA Document:** Categorical Exclusion, planned August 19, 2021
- **Public Involvement:** Design Public Hearing planned September 23, 2021
- **Delivery method:** Design-Build
- **Procurement Type:** Two-Phase, Best Value
- **Funding:**
 - HRTAC
 - Fully funded PE, RW, and CN Phases
 - Treated as Federally Eligible
- **Estimated Contract Cost:** \$318.5 Million



I-64 HREL Segment 4C Schedule

- **Scoping Plan Submission:** 08/14/2020
- **Risk Assessment:** 09/02/2020
- **PFI Plan Submission:** 12/11/2020
- **Design-Build RFQ Release:** 04/30/2021
- **PH Plan Submission:** 07/30/2021
- **Design Public Hearing:** 09/23/2021
- **Anticipated Design-Build RFP Release:** 11/10/2021
- **Anticipated Award Date:** 05/18/2022
- **Final Completion:** 12/19/2025

Questions?