

Hampton Roads Transportation Accountability Commission



I-64/I-264 Interchange Improvements, Phase I

Norfolk/Virginia Beach

Cost: \$158.7 Million

Current Status: Construction began Fall 2016. Contract completion October 2019.

About the Project: I-64/I-264 improvements include building new exit lanes from I-64 west between the Twin Bridges and the I-264 interchange, a new two-lane flyover ramp from I-64 west to the existing I-264 east collector-distributor (C-D) road, a new two-lane C-D road on I-264 east and a new ramp from I-64 west to the new I-264 east C-D road.



I-64/I-264 Interchange Improvements Project, Phase II

Norfolk/Virginia Beach

Cost: \$190 Million

Current Status: Right of Way acquisition underway. Advertisement scheduled for 2017.

About the Project: Phase II will extend the new C-D road from the Newtown Road interchange to the Witchduck Road interchange, and reconfigure the interchange ramps south of I-264 for Newtown and Witchduck roads. A flyover will be built between the two interchanges, connecting Greenwich Road on the south side of I-264 to Cleveland Street on the north side.



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Norfolk/Suffolk

Current Status: VDOT plans to publish a Final SEIS in Summer 2017 and then can request a Record of Decision (ROD) from FHWA. VDOT anticipates requesting and receiving a ROD in late Summer 2017.

About the Project: On December 7, 2016, the Commonwealth Transportation Board (CTB) formally approved Alternative A in the Hampton Roads Crossing Study Supplemental Environmental Impact Statement (SEIS) as the preferred alternative. Alternative A calls for the expansion of the existing I-64/Hampton Roads Bridge-Tunnel to a consistent six-lane facility from I-664 in Hampton to I-564 in Norfolk. The expansion includes a new bridge-tunnel at the existing HRBT. Improvements would be largely confined to the existing right of way.

Public reviews of the proposed alignments were held in July 2015, December 2015 and September 2016. Based on the Draft SEIS and public comments, Alternative A was advanced to the CTB for approval as the location for the project.

Alternative A (as identified in the Draft SEIS) received unanimous support from the Hampton Roads Transportation Planning Organization (HRTPO) and Hampton Roads Transportation Accountability Commission (HRTAC) on October 20, 2016. The federal Cooperating Agencies, including the U.S. Army Corps of Engineers, also had no objections to the alternative.

Alternative A will increase capacity in the existing corridor, increase regional accessibility, improve emergency evacuation capability and military connectivity, reduce congestion and increase access from the Port of Virginia.

Alternative A also has the least number of wetland impacts of any of the build alternatives.

The alternative is expected to cost an estimated \$3.3 billion. The Hampton Roads Transportation Planning Organization's Long Range Transportation Plan includes \$4.8 billion for the project.

The CTB also authorized VDOT to continue working with other parties to advance separate studies to identify appropriate access points around Craney Island.

The CTB also rescinded the prior location decision for a preferred alternative (I-64 Hampton Roads Third Crossing) that was made on July 20, 2000.

VDOT is proceeding with documenting the preferred alternative and responding to public comments in a Final SEIS. The Final SEIS will include commitments to avoid any permanent property impacts at Hampton University. VDOT anticipates a Final SEIS being published in Summer 2017. Following publication of the Final SEIS, VDOT can request a ROD from FHWA. The ROD will allow VDOT to advance with more detailed designs. VDOT anticipates requesting and receiving a ROD in late Summer 2017.



Alternative A

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I-64 Widening



Newport News/York County/James City County



About the Project: The I-64 Widening Project will provide immediate congestion relief to the roadway corridor. The improvements include the addition of one 12-foot-wide travel lane and one 12-foot-wide shoulder in each direction to widen this four-lane section of I-64 to six lanes. These improvements will increase capacity, minimize geometric and structural deficiencies, provide more lanes for evacuation and improve safety by reducing congestion and improving vehicular level of service. The project is split into three operationally independent segments.

1. Corridor between Jefferson Avenue (Exit 255) and Yorktown Road (Exit 247).
2. Corridor between Yorktown Road (Exit 247) and Humelsine Pkwy/Rt. 199 (Exit 242).
3. Corridor between Humelsine Pkwy/Rt. 199 (Exit 242) and Lightfoot Rd./Rt. 199 (Exit 234).

Segment 1

Cost: \$122 Million

Current Status: Construction began September 2015. Contract completion December 2017.

Segment 2

Cost: \$189.7 Million

Current Status: Construction began October 2016. Contract completion May 2019.

Segment 3

Cost: \$311 Million

Current Status: Fully funded through Smart Scale (HB2). Preliminary Engineering underway. Design-Build Request for Qualifications to be released July 2017.



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Southside Widening/High Rise Bridge, Phase 1

Chesapeake

Cost: \$600 Million

Current Status: Preliminary Engineering underway. Design-Build Request for Proposals was released December 2016. Design-Build contract to be awarded September 2017. Project completion February 2021.

About the Project: This design-build project will increase capacity and mobility, and improve safety and operational deficiencies along the I-64 corridor in Chesapeake, while minimizing the impact to the traveling public during construction.

The project will widen the I-64 corridor using existing median space by adding a third lane in each direction between I-464 and the Bowers Hill Interchange. A new high-level High Rise Bridge with a fixed span will be built to the south of the existing bridge to carry the three lanes of I-64 westbound traffic, and the existing High Rise Bridge will carry the three lanes of I-64 eastbound traffic. As proposed, the two new lanes will operate as high-occupancy toll lanes (HOT lanes) that will be available free of charge to high-occupancy vehicles (HOV 2+). Non-HOV 2+ vehicles could use the HOT lanes by paying a variable fee that is adjusted in response to travel demands. The Hampton Roads Transportation Accountability Commission allocated right-of-way and construction funding for Phase 1 in June 2016.

