

**AGENDA ITEM #15: HAMPTON ROADS 2040 LONG-RANGE TRANSPORTATION PLAN:  
PROPOSED AMENDMENTS**

Attached are requests from the cities of Chesapeake and Suffolk to amend the Hampton Roads 2040 Long-Range Transportation Plan (LRTP) to add the following projects described below:

**A. City of Suffolk – North Suffolk Connector**

Attached is a request from the City of Suffolk to amend the 2040 Long-Range Transportation Plan (LRTP). The City would like to replace **Finney Avenue Flyover** (project 2040-142), which currently appears in the fiscally-constrained Plan as an intermodal project with an estimated cost of \$38 million with the **North Suffolk Connector** (project #2040-135), which appears in the 2040 LRTP Regional Transportation Vision Plan as a scored candidate project.

The City of Suffolk recently funded and completed a study of the North Suffolk Connector project and developed cost estimates for the several alternative alignments. Year-of-expenditure costs for Phase I of the project is estimated to be \$34.2 million (2026 year of expenditure dollars), less than the cost associated with the Finney Avenue Flyover project. This requested amendment would not impact LRTP fiscal-constraint, but would allow the City an opportunity to move forward on requesting SMART SCALE funding on this much needed project in a quickly growing sector of our city.

**Ms. Sherry Earley, Suffolk Assistant Director of Public Works/City Engineer, will brief the TTAC on this item.**

Attachment 15-A

**B. City of Virginia Beach – Laskin Road Corridor Projects, Laskin Road Phase III, General Booth Blvd**

Attached is a request from the City of Virginia Beach to amend the 2040 LRTP. The City would like to update the phasing and refine the cost estimates for the Laskin Road corridor projects as well as replace two locally-funded highway projects for SMART SCALE Round 3 consideration.

Since the 2040 LRTP was adopted in July 2016, the Laskin Road Phase I, Laskin Road Phase II, and Laskin Road Bridge projects, currently included in the fiscally constrained 2040 LRTP, have been updated. The cost refinement now includes all prior project expenditures associated with design, site acquisition and private utility adjustments, as well as addressing sea level rise and recurrent flooding criteria. The Laskin Road corridor projects were estimated at \$95,000,000 in the adopted LRTP. The refined costs are \$135,995,306. The recommended course for addressing the \$40,995,306 cost estimate increase with City of Virginia Beach local funds is explained below.

In considering highway projects for SMART SCALE Round 3 funding, the City evaluated its list of priority projects through the lens of SMART SCALE screening criteria. Through that process, the City determined that Laskin Road Phase III (Republic Rd to I-264) and the General Booth Blvd (London Bridge Rd to Nimmo Pkwy) projects are stronger candidates per SMART SCALE criteria than the Indian River Rd (Elbow Rd to North Landing Rd) and Ferrell Pkwy (Pleasant Valley Rd to Salem Rd) locally-funded projects that are currently included in the fiscally-constrained 2040 LRTP.

In order to address the additional costs of the existing LRTP fiscally-constrained Laskin Road corridor projects (\$40,995,306) and the proposed SMART SCALE Round 3 Virginia Beach projects (\$51,778,352), it is recommended that the Indian River Rd and Ferrell Pkwy projects be replaced in the 2040 LRTP. The current estimated costs for the latter projects are \$99,000,000, all of which is local City of Virginia Beach funding.

**Mr. Brian Solis, Virginia Beach Transportation and Transit Planning Manager, will brief the TTAC on this item.**

Attachment 15-B

### **C. US 58 Corridor Study**

The US 58 Corridor Study was initiated in 2017 and is scheduled to be completed the end of this calendar year. The cost of the study is estimated at \$151,000, funded by VDOT's State Planning and Research Work Program.

US 58 is a regionally-significant facility serving as an important freight corridor and hurricane evacuation route. Additionally, US 58 is also being considered as a candidate Round 2 Regional Priority Project. It is therefore recommended that this study be included in the fiscally-constrained 2040 LRTP.

**Ms. Dale M. Stith, HRTPO Principal Transportation Planner, will brief TTAC on this agenda item.**

The proposed LRTP amendments will be made available for public review and comment, beginning on April 25, 2018 and concluding on May 9, 2018.

### **RECOMMENDED ACTIONS:**

Recommend HRTPO Board approval of the proposed 2040 LRTP amendments.



# CITY OF SUFFOLK

## DEPARTMENT OF PUBLIC WORKS / ENGINEERING DIVISION

441 WEST WASHINGTON STREET, SUFFOLK, VIRGINIA 23434 PHONE (757) 514-7725

April 19, 2018

Robert A. Crum, Jr., Executive Director  
Hampton Roads Transportation Planning Organization  
723 Woodlake Drive  
Chesapeake, VA 23320

**RE: 2040 Long Range Plan Amendment**

Dear Mr. Crum:

The City of Suffolk would like to request an amendment to the current 2040 Long Range Transportation Plan (LRTP) that effects two City of Suffolk projects recognized in the plan. **Project # 2040-142, Finney Avenue Flyover**, which currently appears in the fiscally-constrained plan as an intermodal project with an estimated cost of \$38 million and the **North Suffolk Connector project #2040-135** which appears in the 2040 LRTP Vision Plan as a scored candidate project.

The City of Suffolk recently funded and completed a study of the North Suffolk Connector project and developed cost estimates for the several alternative alignments. Costs for Phase I of the project are estimated to be \$34.2 million (2026 year of expenditure dollars), and are within the range of the Finney Avenue Flyover project costs. The city would like to request that the North Suffolk Connector project be placed in the LRTP and conversely, that the Finney Avenue Flyover be moved to the LRTP Vision Plan. This requested amendment would not impact LRTP fiscal-constraint, but would allow the City an opportunity to move forward on requesting funding on this much needed project in a quickly growing sector of our city.

While the Finney Avenue Flyover remains a much needed project to address certain impacts associated with rail crossings in our downtown area, we believe the project requires additional review of alignments and alternative solutions to be viable at this time. However, the North Suffolk Connector provides for construction of a new roadway alignment that affords a by-pass of two rail crossings on major corridors in Suffolk. As rail impacts are expected to only increase along these corridors, the urgency of funding this project has grown significantly.

It is requested that the Transportation Technical Advisory Committee and the HRTPO Board consider this request at their next meetings.

Thank you in advance for your assistance. If you should have any questions or concerns regarding this request, please call me at 757-514-7703.

Sincerely,

Sherry B. Earley, PE.

Assistant Director of Public Works/City Engineer

CC: Eric T. Nielsen, Jr., PE, Director, Public Works  
Robert Lewis, PE, Traffic Engineer, Public Works  
L.J. Hansen, P.E., Assistant Director, Public Works