

ITEM #8: I-64 PENINSULA WIDENING: HRTPO PREFERRED ALTERNATIVE

At its May Retreat, Mr. Mike Estes, VDOT Director of Strategic Initiatives, briefed the HRTPO Board on the VDOT strategies to effectively utilize funding from HB2313 to provide intermediate relief as well as ensure a cost effective and efficient implementation plan on the widening of I-64 on the Peninsula. To complement the State's initiative to provide an interim solution to the I-64 Peninsula corridor, the Draft FY 2014-2019 Six-Year Improvement Program includes \$100 million for I-64 Capacity Improvements from Newport News to Williamsburg. Per the HRTPO Board's request, VDOT has submitted additional technical information regarding the benefits of this interim solution (Attachment 8-A).

After HRTPO Board discussion on VDOT's briefing of I-64 Peninsula Widening at the May Retreat, Mr. Dwight Farmer indicated a resolution would be brought to the HRTPO Board at its June 2013 meeting for consideration and approval on the HRTPO preference of the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

A resolution (Attachment 8-B):

- *Endorsing VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers, if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;*
- *Endorsing VDOT's recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);*
- *Endorsing VDOT's recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and*
- *Endorsing VDOT's recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.*

is attached and is included under Consent Agenda Item #12-N for HRTPO Board approval.

Mr. Dwight Farmer, Executive Director, will brief the HRTPO Board on this item.

Attachment 8-A

Attachment 8-B

Options Summary for Segments I & II - Jefferson to Humelsine

DRAFT

Segment	Option	Cost	2025 V/C	2025 LOS	2040 V/C	2040 LOS
Seg. 1: Exit 255 to Exit 250	No-Build	\$0	0.88-1.00	E-F	1.03-1.15	F
	Option 1: 6 Lane	\$100 m	0.62-0.70	C-D	0.75-0.83	D
	Option 2: 8 Lane	\$220 m	0.46-0.53	B-C	0.56-0.63	C
	Option 3: Managed Shoulders ¹	\$60 m	0.68-0.96	C-F	0.83-1.10	D-F
Seg. 2: Exit 250 to Exit 242	No-Build	\$0	0.59-0.94	C-F	0.65-1.07	C-F
	Option 1: 6 Lane	\$160 m	0.41-0.66	B-C	0.47-0.78	B-D
	Option 2: 8 Lane	\$190 m	0.38-0.59	B-C	0.46-0.69	B-C
	Option 3: Managed Shoulders ¹	\$65 m	0.54-0.76	C-D	0.62-0.87	C-E

¹ Shoulder lanes tentatively open to traffic weekdays 6-8 AM (EB) and 4-6 PM (WB) – reverse of I-264 shoulder lanes. Weekend shoulder lane usage/hours during summer peak season would be at VDOT's discretion.

- Ft. Eustis Interchange improvements are required for Segment 1 / Option 2, and the cost of interim improvements (\$40 m) is included in the Option 2 estimate of \$220 m.
- Ft. Eustis Interchange improvements alleviate congestion at one interchange while Option 1 provides 12 lane-miles of additional capacity on mainline I-64 in Segment 1 and another 16 lane-miles in Segment 2. The additional capacity on I-64 results in improved traffic flow conditions through four existing interchanges on both weekdays and weekends.
- **Recommended Approach:**
 1. Move aggressively with Option 1 in Segment 1 (funded via HB2313)
 2. Develop strategy to fund Option 1 in Segment 2
 3. Develop strategy to fund interim improvements at Ft. Eustis Interchange



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-04**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING VDOT'S 6-LANE OPTION SEGMENTS 1 AND 2 (JEFFERSON AVENUE/EXIT 255 TO HUMELSINE PARKWAY/EXIT 242) WITH ONE ADDITIONAL LANE IN EACH DIRECTION (WITH THE APPLICATION OF CONTEXT SENSITIVE DESIGN, SUCH AS INCLUDING LANDSCAPING BETWEEN THE MEDIUM BARRIERS IF LANES ARE ADDED IN THE EXISTING MEDIAN) FOR IMMEDIATE AND INTERMEDIATE CONGESTION RELIEF ON THE CONDITION THAT THIS PREFERENCE WOULD NOT PRECLUDE THE I-64 PENINSULA 8-LANE EXPANSION OR FUTURE ASSOCIATED FUNDING.

WHEREAS, the I-64 Peninsula Study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton;

WHEREAS, the I-64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and approved by the Federal Highway Administration (FHWA) on October 24, 2012;

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purpose lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

WHEREAS, at its March 6, 2013 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) recommended Alternative 1A as the preferred alternative, with the caveat that Context Sensitive Design be applied, as well as a phased approach (build in fundable segments) for construction of the project;

WHEREAS, the Commonwealth Transportation Board "approved Alternative 1 (a combination of Alternative 1A and 1B) – general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis" – as the Preferred Alternative at its April 17, 2013 meeting;

WHEREAS, the Draft FY 2014-2019 Six-Year Improvement Program, released May 15, 2013, includes \$100 million for the reconstruction with added capacity to the I-64 corridor from Newport News to Williamsburg; and

WHEREAS, at its May 16, 2013 Retreat, the HRTPO Board expressed a consensus to support the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization endorses VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.

Molly J. Ward
Chair
Hampton Roads Transportation
Planning Organization

Dwight L. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization