

HAMPTON ROADS EXPRESS LANES NETWORK UPDATE

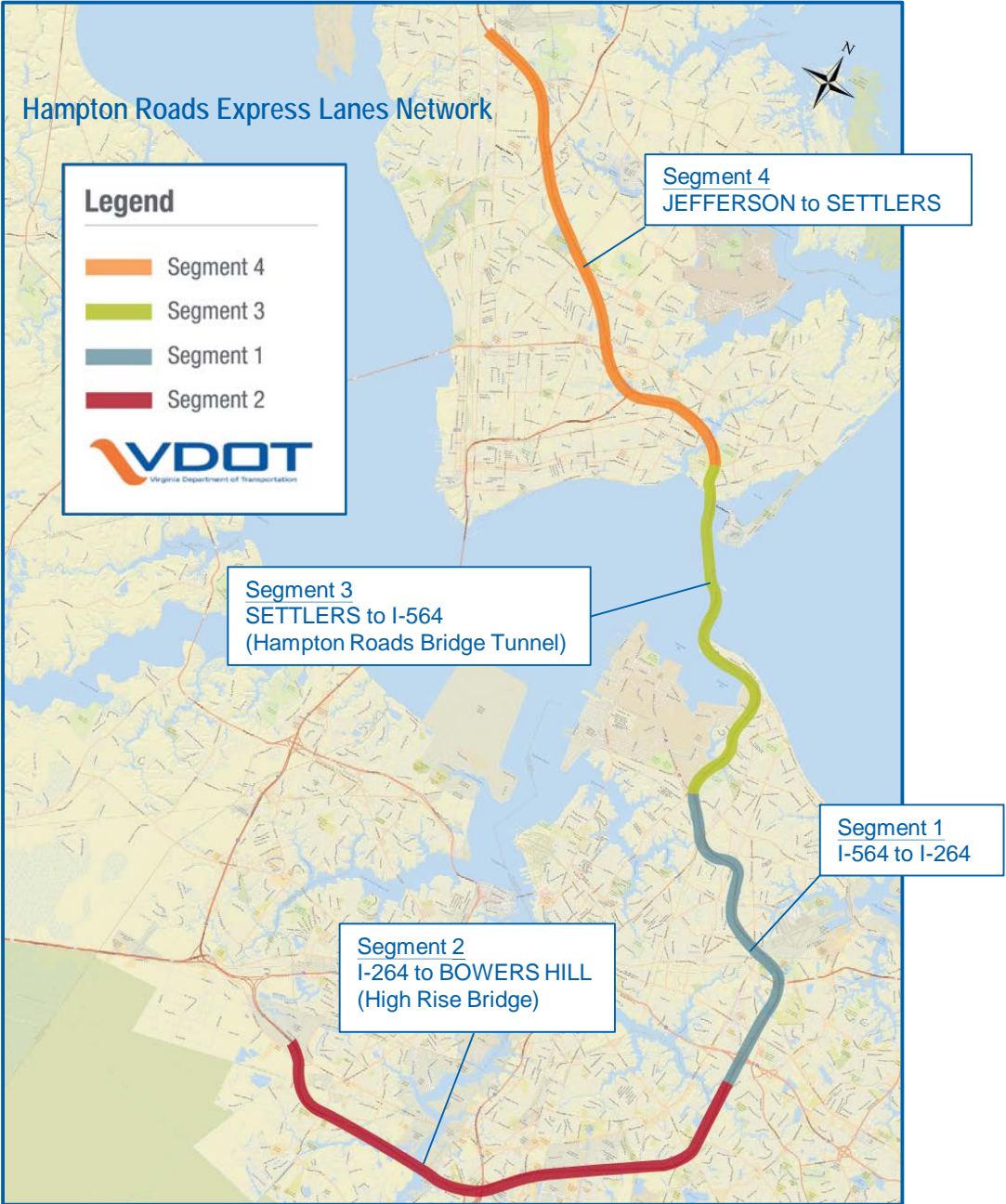
Transportation Technical Advisory Committee (TTAC)

 Tim Haynam, P.E. – VDOT Senior Design Project Manager

January 8, 2020

Agenda

- 1) Background
- 2) Hampton Roads Express Lanes (HREL) Project Updates
- 3) Next Steps

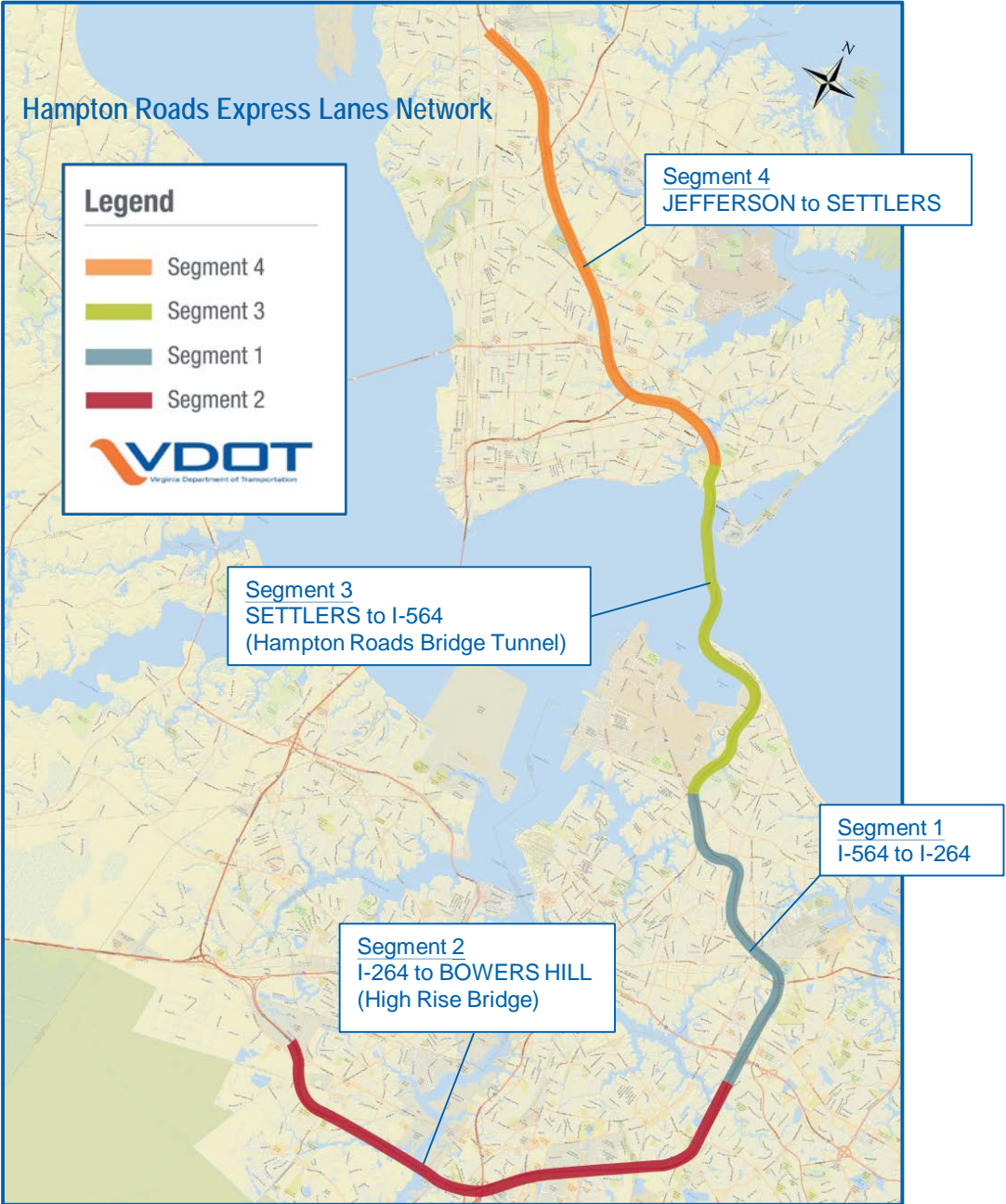


Background

- **November 2018 – Initiated network wide operational analysis based on HRBT opening year (2025).**
- **May 2019 – Provided analysis results for the Baseline Scenario identifying potential future operational challenges within the network when the HRB and HRBT projects are completed.**
- **September 2019 – Provided analysis results for a Proposed Scenario that included various network improvements mitigating most of the congestion areas, and showing the operational advantages of a consistent, bi-directional Express Lanes network.**

Background

- **October 2019 – HRTPO adopted resolution endorsing the Hampton Roads Express Lanes (HREL) Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum.**
- **November 2019 – VDOT initiated the project development and delivery of the additional HREL projects to implement the network from Jefferson Avenue to Bowers Hill by 2025.**



Hampton Roads Express Lanes Network Segment 4

Legend

- Jefferson to I-664
- I-664 to LaSalle
- LaSalle to Settlers



Jefferson to I-664

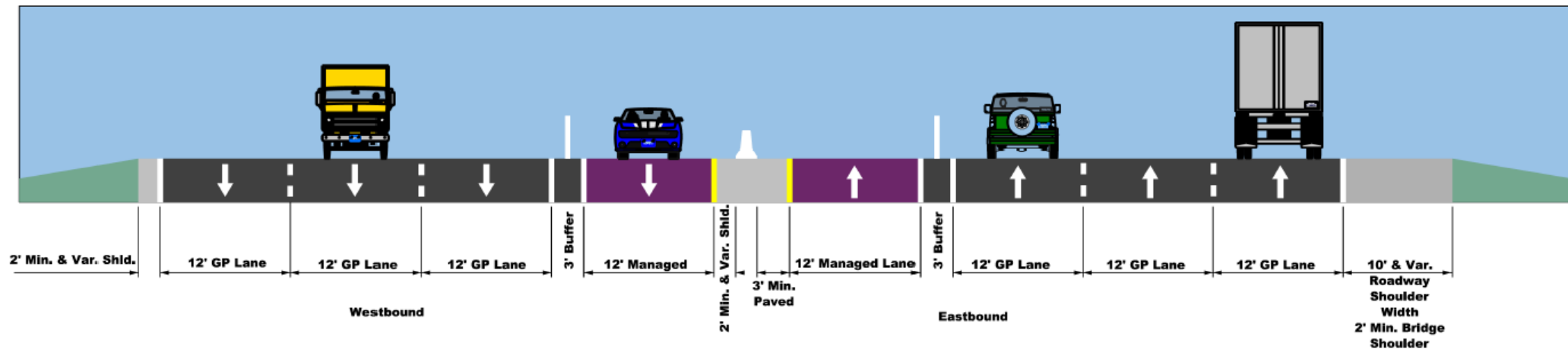
I-664 to LaSalle

LaSalle to Settlers

HREL Projects

Segment 4 Jefferson to I-664

Proposed Interstate 64

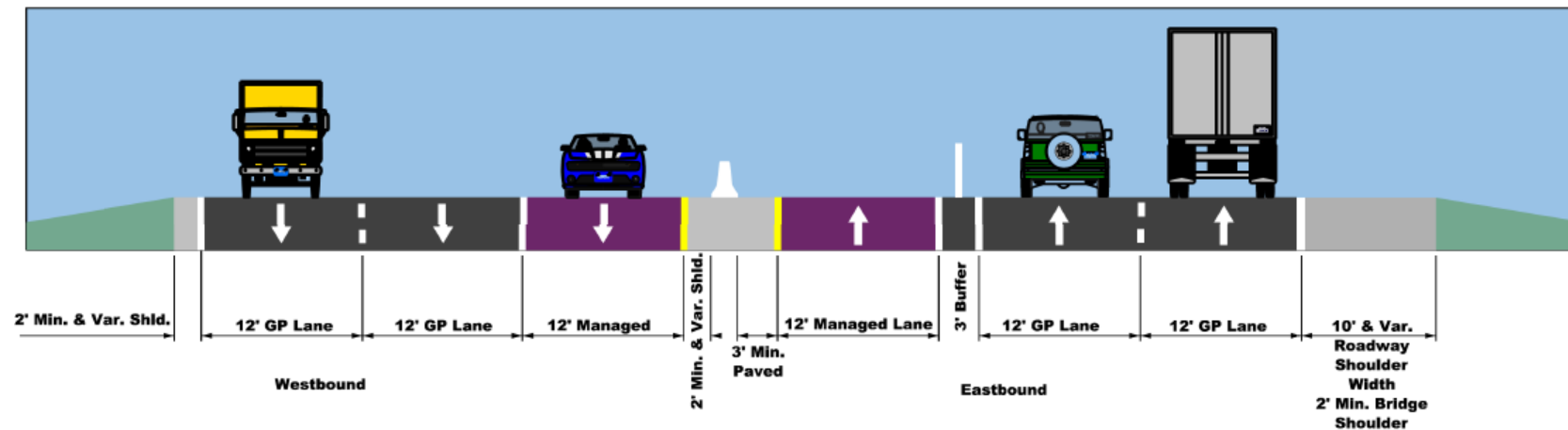


- Convert existing HOV lane into HOT lane in each direction
- No roadway widening
- 10.5 miles
- \$50 million – \$55 million

HREL Projects

Segment 4 I-664 to LaSalle

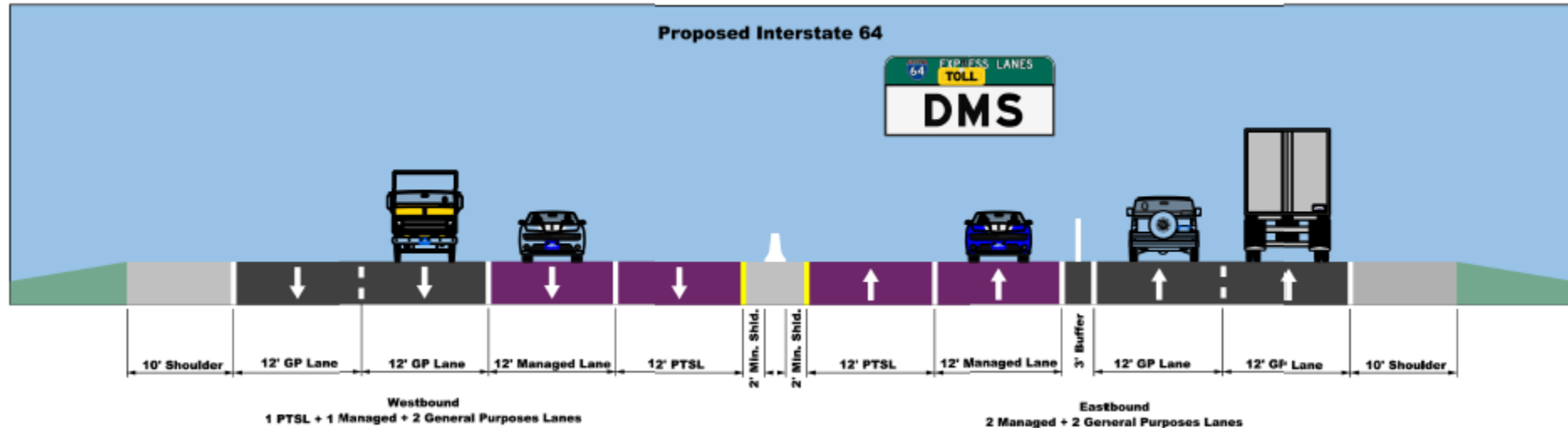
Proposed Interstate 64



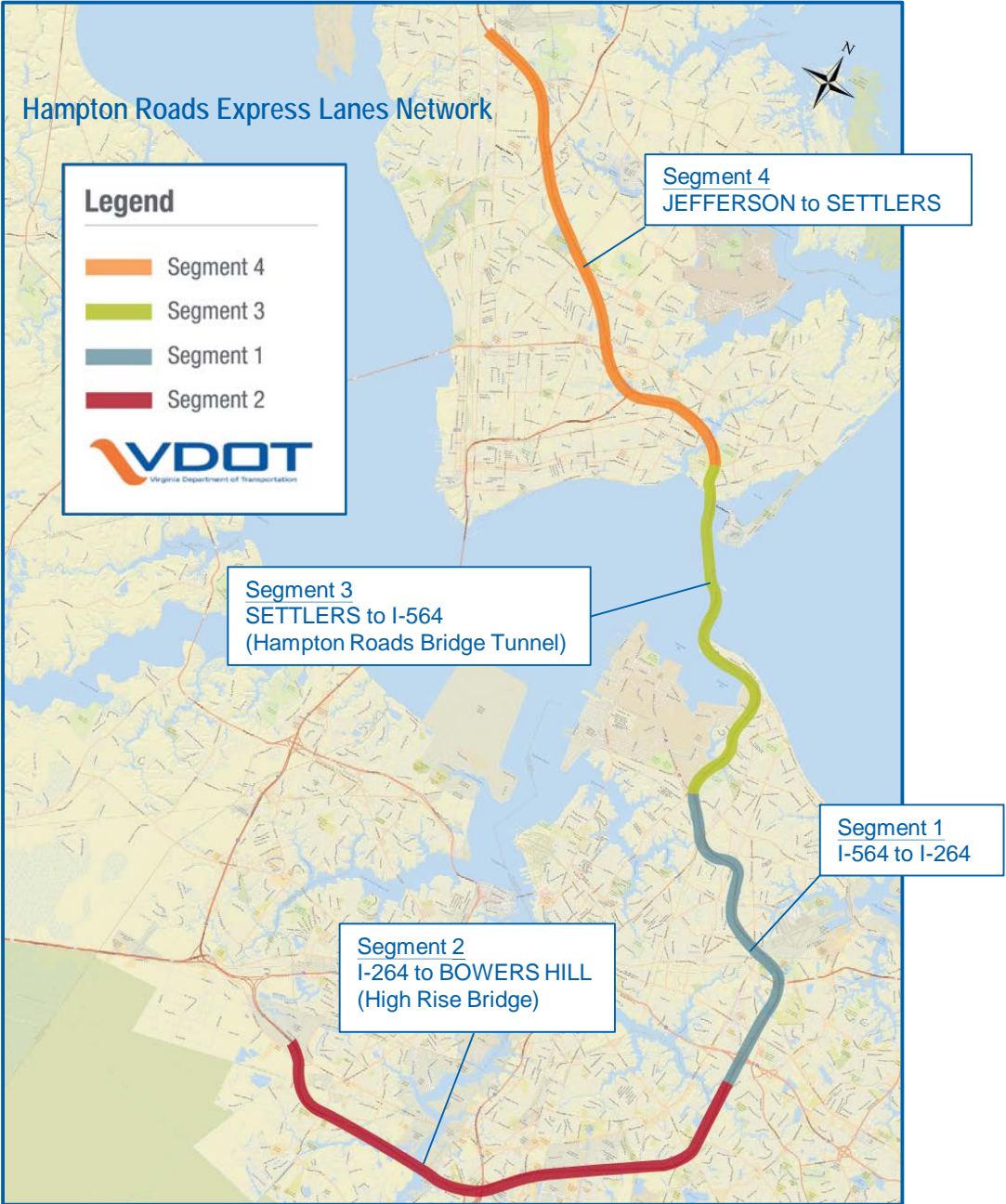
- Convert existing GP lane into HOT lane in each direction
- Roadway widening to add buffer between HOT lane and GP lane
- 1 mile
- \$85 million - \$90 million

HREL Projects

Scenario 4 LaSalle to Settlers

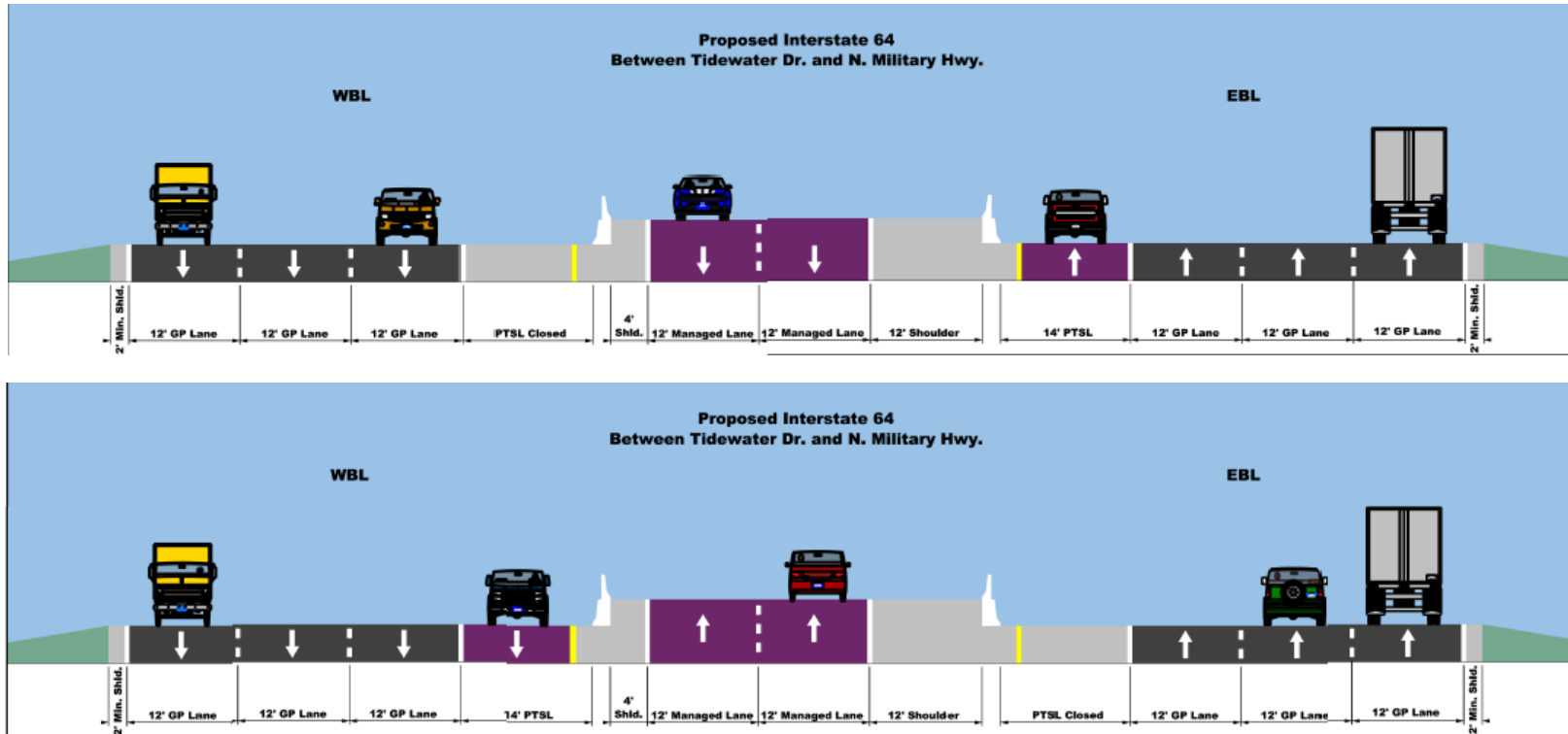


- Add a lane in each direction for 2 HOT lanes and 2 GP lanes
- Roadway widening / bridge replacement / ramp realignment / ROW acquisition
- 2.5 miles
- \$465 million - \$ 505 million



HREL Projects

Segment 1



- Convert existing shoulder into HOT PTSL in each direction
- 9 miles
- \$170 million - \$185 million

Next Steps

- **Continue to refine conceptual design to define project limits, scope of work, PE / RW / CN costs**
- **Develop preliminary milestone schedules for project completion by 2025**
- **Begin coordination with FHWA on NEPA process**
- **Determine appropriate delivery method (DB vs DBB)**

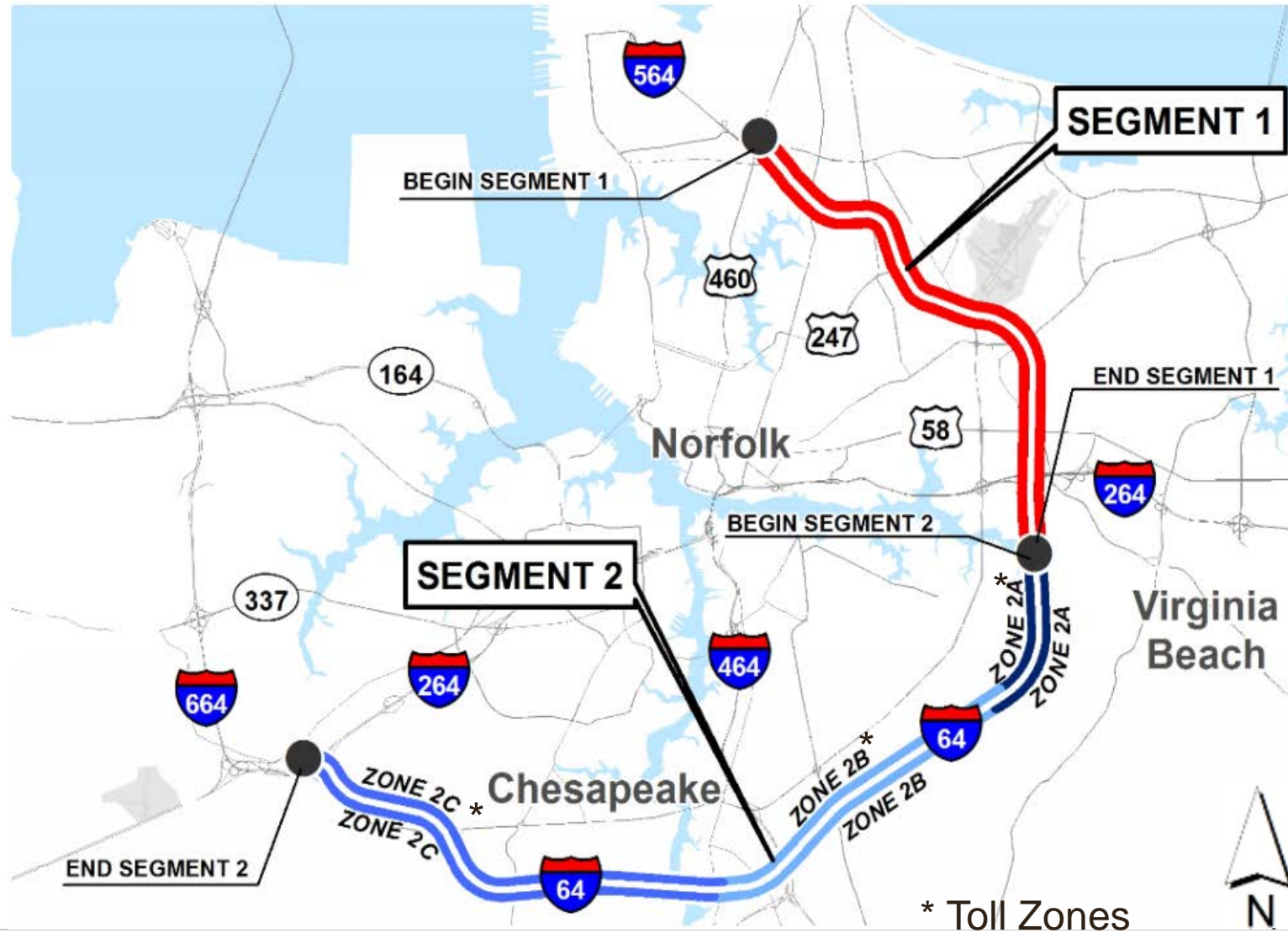
I-64 EXPRESS LANES SEGMENT 2

Transportation Technical Advisory Committee (TTAC)

Salvija Hofheimer, P.E. – VDOT Senior Project Manager

January 8, 2020

Project Map



* Toll Zones

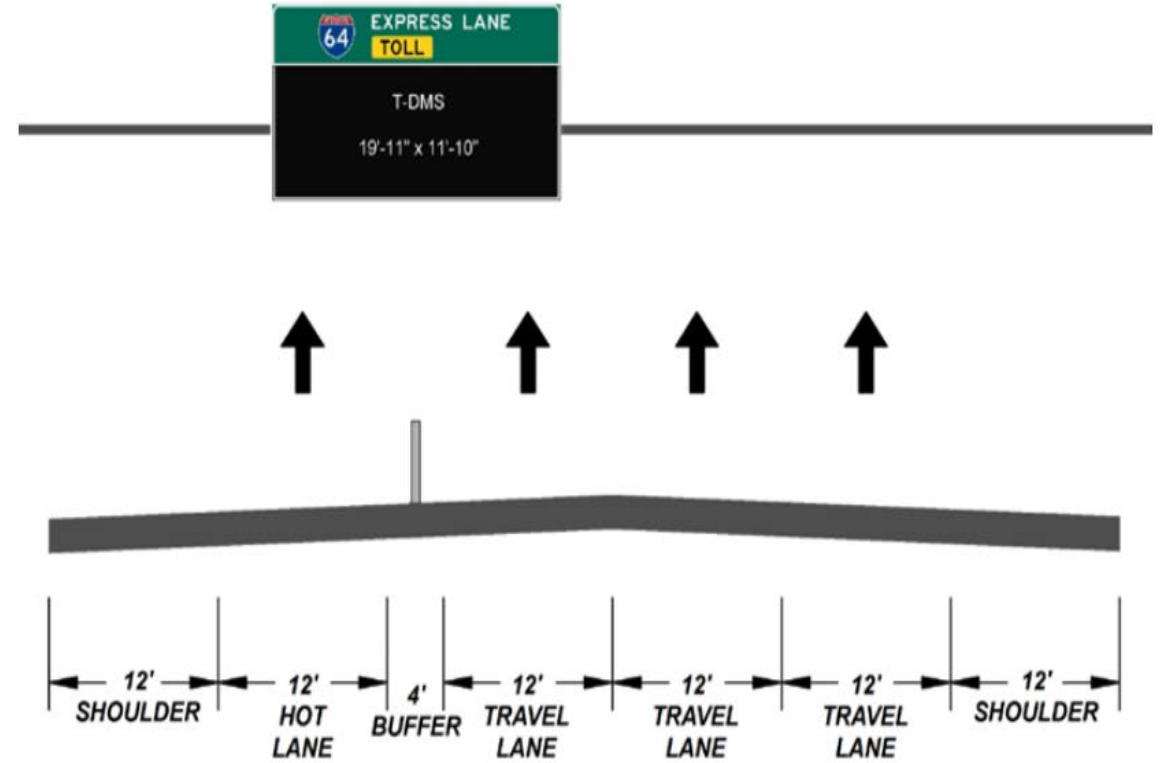
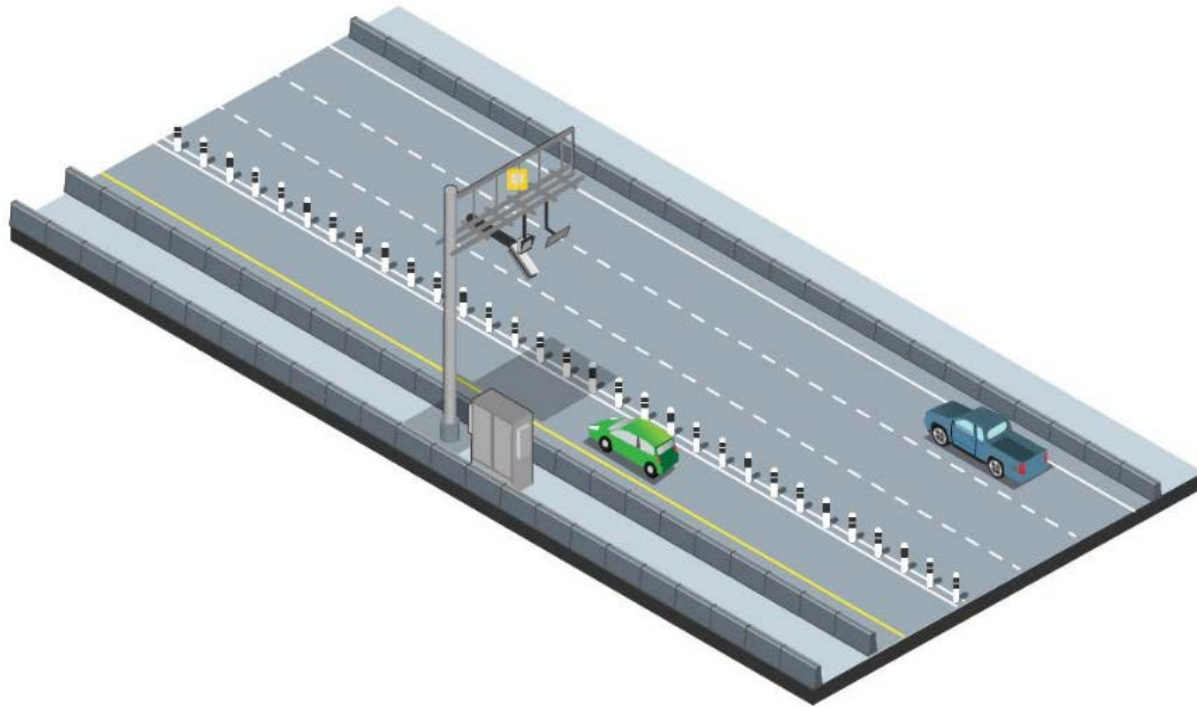
Project Purpose and Scope

- **Purpose and Need**
 - To provide managed lanes to mitigate congestion and improve travel time
- **Scope**
 - To install overhead signs, toll gantries, ITS equipment, pavement markings, markers, barriers, and guardrail to support HOV to HOT conversion within the project corridor

Project Overview and Status

- **Limits: from Reversible Express Lanes south of I-264 to I-464**
- **7.5 miles**
- **4 toll zones: 2 EB I-64 and 2 WB I-64**
- **Design Bid Build delivery method**
- **Final plan development underway**
- **No pavement widening**
- **No RW acquisition – all work within existing RW and L/A**

Typical Section



Estimate and Funding

- **Preliminary Engineering** **\$3.0 M**
- **Right of Way** **\$0 M**
- **Construction** **\$22.0 M**
- **Toll System Integration** **\$7.0 M**
- **Total** **\$32.0 M**

- **\$10.0 M Toll Facilities Revolving Account (TFRA) funds allocated (100% state)**
- **\$22.0 M shortfall for construction and toll system integration**

Schedule

- **Design completion, begin contract development** Jan 2020
- **Partnering meeting** Jan 2020
- **Advertisement** Apr 2020
- **Begin Construction** Jul 2020
- **End Construction** Dec 2021

Contact Information

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