Hampton Roads Crossing Study (HRCS)
Supplemental Environmental Impact Statement (SEIS)

Hampton Roads Transportation Planning Organization

June 16, 2016

Purpose of Today's Briefing

- Provide an update on the status of the study
- Discuss analysis included in SEIS
- Review next steps and major milestones

Study Status

Coordination Since Previous HRTPO Briefing (March 2016)

Cooperating Agency Meetings

- April 2016

Agency Meetings

- May 2016

Public Involvement

- Updates to study web site
- Email updates to mailing list

Board/Council Briefings

- Hampton Roads Transportation Planning Organization (HRTPO) Transportation Technical Advisory Committee (TTAC)
- Newport News City Council
- James City County Board of Supervisors

Ongoing communication with federal, state, and local agencies, officials, and groups

Study Progress Since Previous HRTPO Briefing (March 2016)

- All technical documents and pre-Draft SEIS completed and distributed to Cooperating Agencies
- FHWA legal review is underway
- Technical documents and pre-Draft SEIS continue to be reviewed and refined

Analysis: Process and Results

Three Tiers of Analysis

Engineering Sections

Operationally Independent Sections

Alternatives

Sections that comprise the alternatives retained for analysis

Operationally Independent Sections (OIS)

- OIS can be implemented as individual projects with separate Records of Decision (RODs)
- OIS presented in SEIS show conservative implementation
- Final number and size of OIS would be determined by RODs

OIS included in Draft SEIS:

- I-664 from I-264 to US 58
- I-664 from US 58 to VA 164
- I-664 from VA 164 to Terminal Avenue Exit
- I-664 from MMMBT/Terminal Avenue Exit to I-64
- VA 164
- I-64 from I-664 to Mallory Street Exit
- I-64 from Mallory Street Exit to I-564
- I-564, I-564 Connector, and I-664 Connector
- I-564, I-564 Connector, and VA 164 Connector
- I-664 Connector and VA 164 Connector

Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Would result in a consistent six-lane facility
- Improvements to HRBT would be largely confined to existing right of way

Alternative B

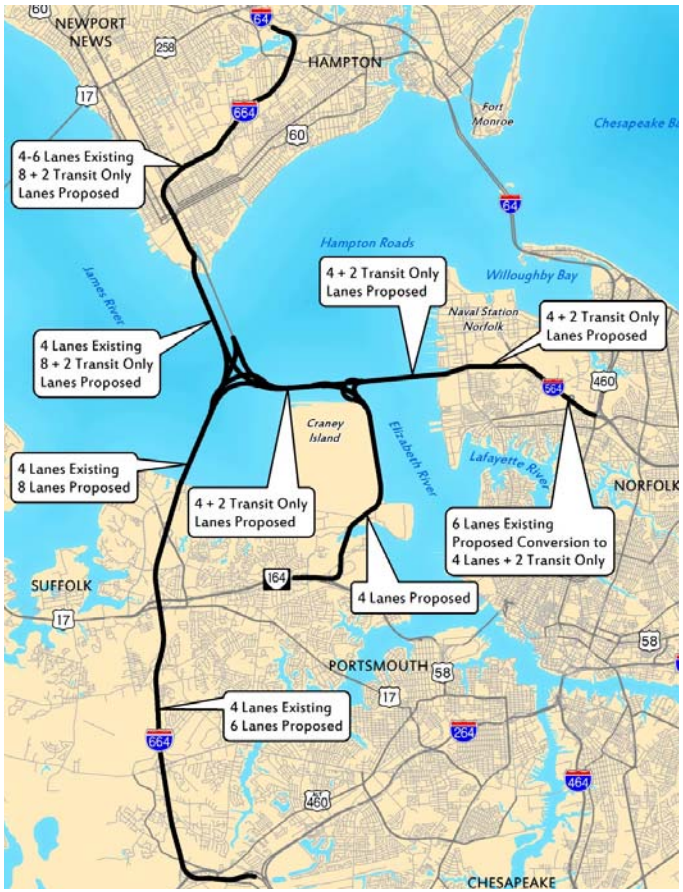
Includes:

- I-64/HRBT
- I-564
- I-564 Connector
- Route 164 Connector
- Route 164

Alternative C

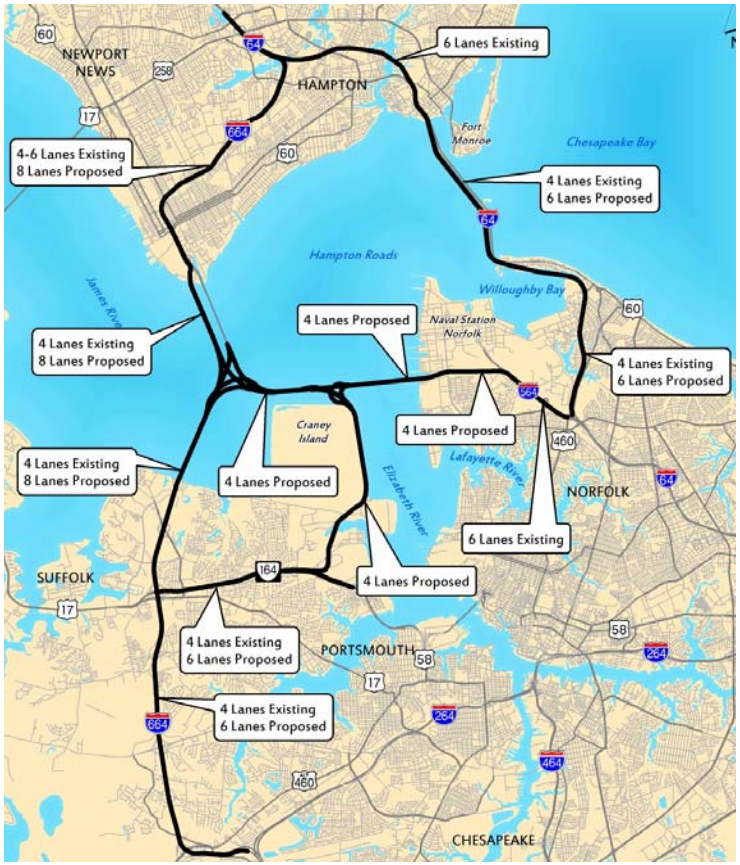
Includes:

- I-664
- I-664/I-564 Connectors
- I-564
- Route 164 Connector



Alternative D

- Includes all components of Alternatives B and C
- Applies a more narrow footprint than Alternative C
- The different footprint allows for more information and options to be available to the study



House Bill 2 Analysis: Total System level VHT&VMT with peak period congestion relief and throughput increase

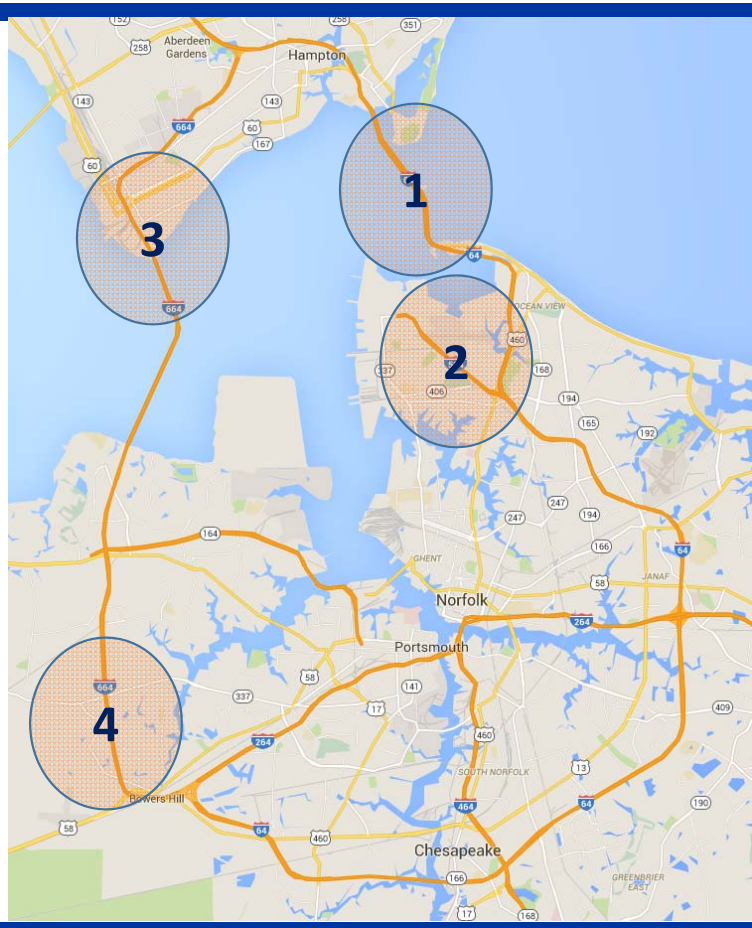
	2034 Vehicle-miles Traveled (VMT)	2034 Vehicle Hours Traveled (VHT)	Peak period delay reduction (hours)	Peak period throughput (vehicles)
No Build	56,210,400	1,591,730		
Alternative A	56,556,700	1,584,510	2,723	2,183
Alternative B	56,767,200	1,583,720	8,623	6,914
Alternative C	56,816,500	1,576,610	6,966	5,585
Alternative D	57,040,800	1,572,130	12,975	10,403

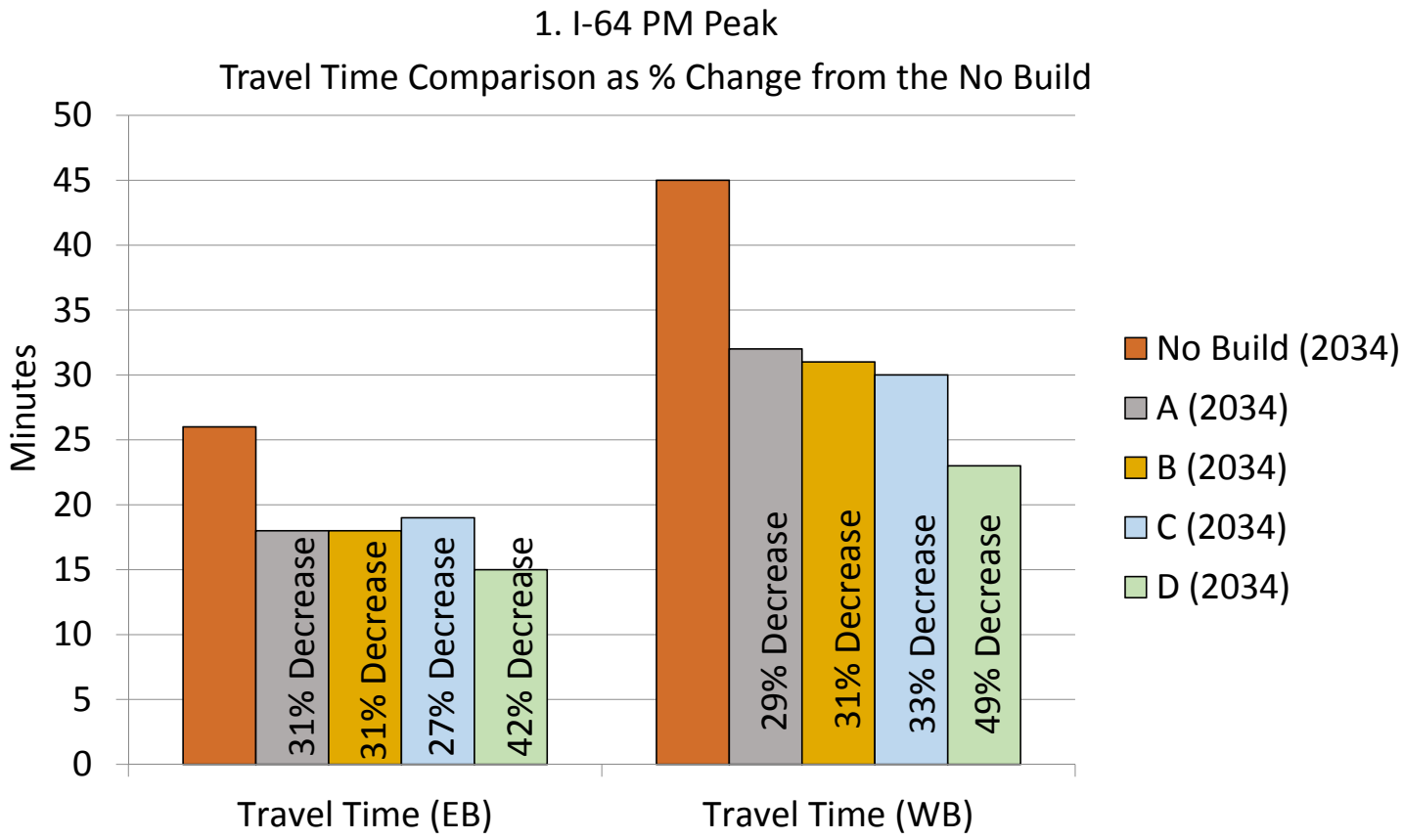
1. Identify links in the regional network operating below the speed limit in future no-build scenario with greater than 10% reduction of traffic for the different alternative improvements compared to the no build scenario . Calculate total difference in VHT for these links between the no-build model and the build model.
2. Multiplying the difference between the no-build VHT from the build VHT by 30% to convert to peak period delay reduction (expressed in vehicle hours)
3. Compute the average system project throughput by multiplying the difference between the no-build VHT from the build VHT by 60 to convert to vehicles minutes traveled, and dividing this difference by the average trip length (expressed in minutes).

Used INRIX data to identify typical weekday bottleneck locations for travel demand analysis:

1. HRBT
2. I-564
3. MMBT
4. I-664 Bowers Hill

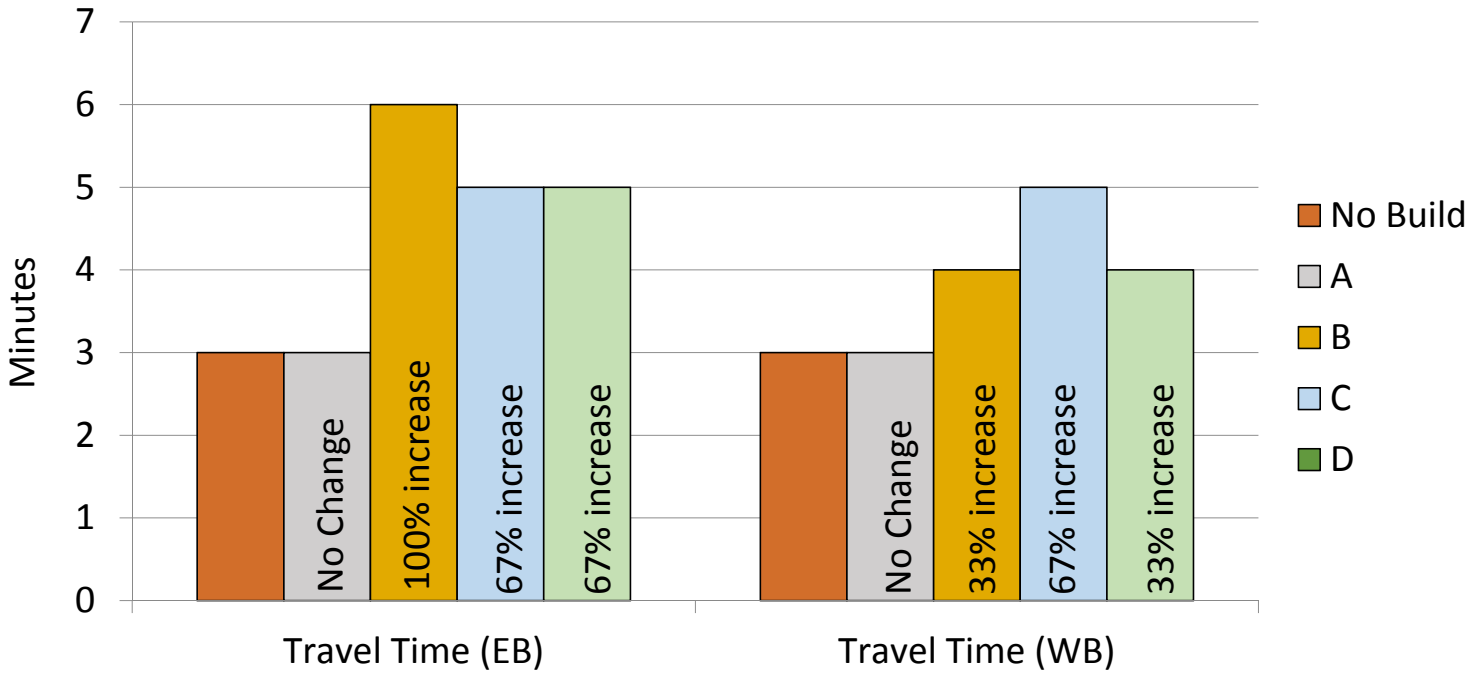
Impact of alternatives were analyzed at each location

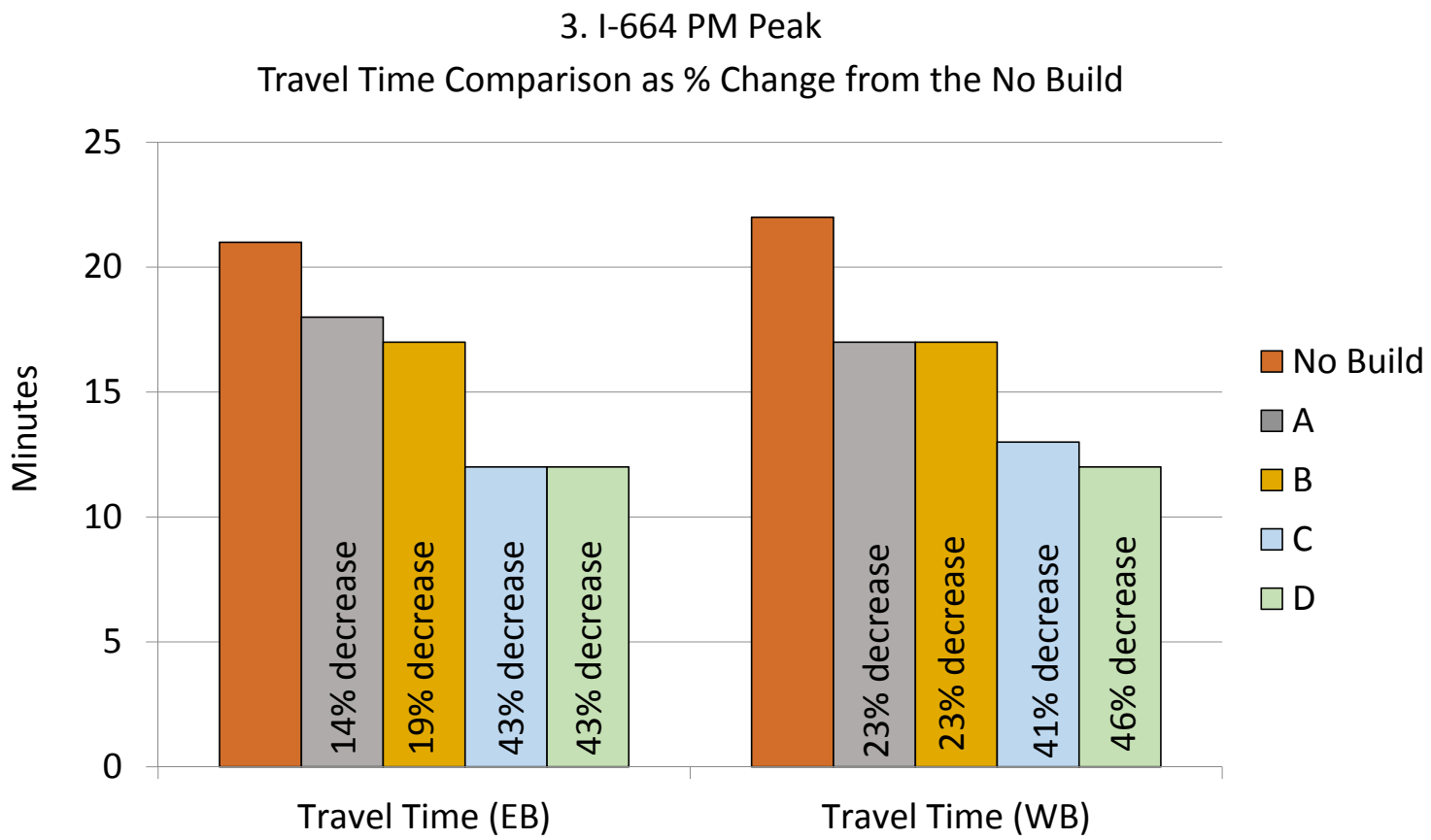



1. I-64 PM Peak
Travel Time Comparison as % Change from the No Build
Minutes
50
45
40
35
30
25
20
15
10
5
0
31% Decrease
31% Decrease
27% Decrease
42% Decrease
29% Decrease
31% Decrease
33% Decrease
49% Decrease
Travel Time (EB)
Travel Time (WB)
No Build (2034)
A (2034)
B (2034)
C (2034)
D (2034)

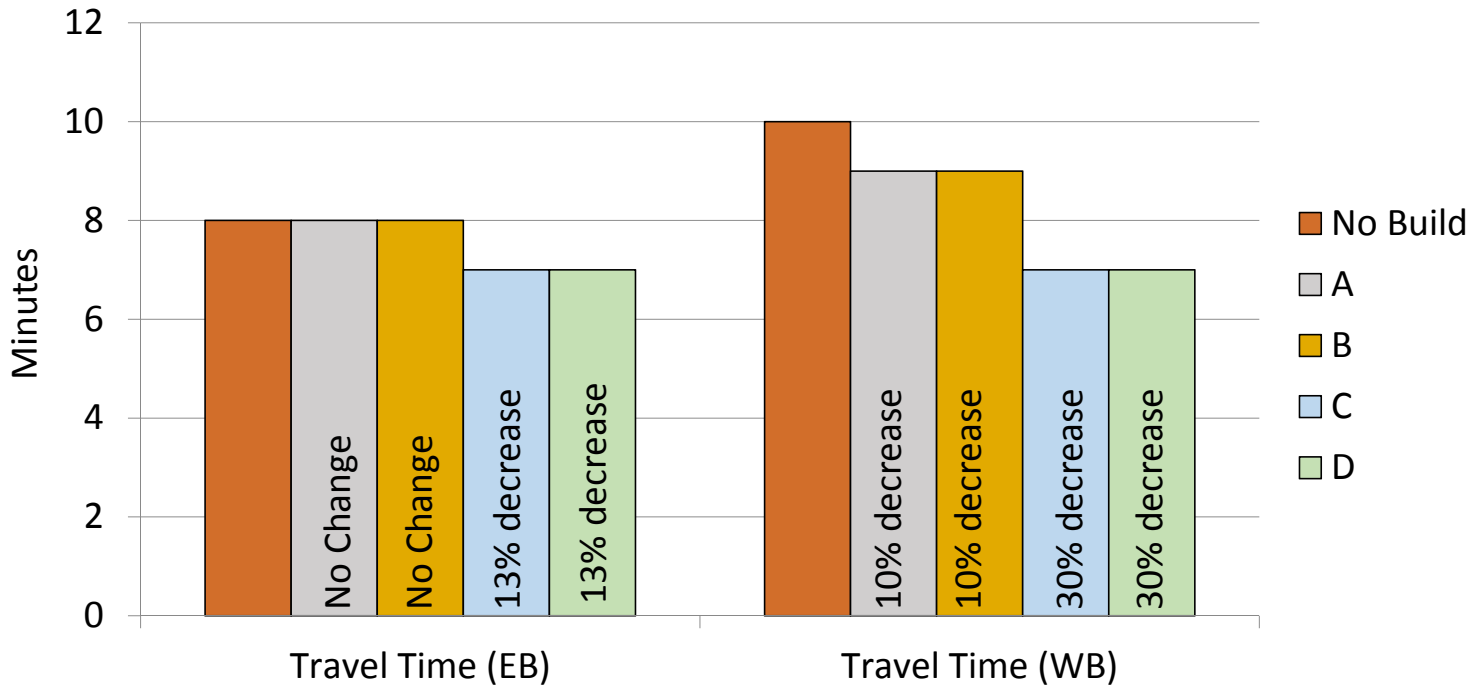
2. I-564 AM Peak

Travel Time Comparison as % Change from the No Build




3. I-664 PM Peak
Travel Time Comparison as % Change from the No Build
Minutes
25
20
15
10
5
0
14% decrease
19% decrease
43% decrease
43% decrease
23% decrease
23% decrease
41% decrease
46% decrease
Travel Time (EB)
Travel Time (WB)
No Build
A
B
C
D

4. I-664 PM Peak
Travel Time Comparison as % Change from the No Build



Moving Forward

Milestone Schedule

- August 2016: Draft SEIS published for public review
  - Notice of Availability published in Federal Register coupled with local announcements
  - 45-day public comment period
- September 2016: Location Public Hearings
  - Held towards the end of the 45-day comment period
  - Located on Peninsula and Southside
- October & November 2016: Commonwealth Transportation Board
  - Board will be briefed on recommended preferred alternative in October
  - Anticipate formal action during November meeting
- Spring/Summer 2017: Final SEIS published
  - Similar publication as Draft SEIS
- Summer 2017: First Record of Decision (ROD)

Regional Coordination

- June 2016: HRTPO presentation
- May-September 2016: Opportunity to inform recommended preferred alternative
  - Provide comments during briefings and meetings
  - Provide written comments/resolutions to VDOT prior to publication of Draft SEIS
  - Provide written comments/resolutions on the Draft SEIS
- May-October 2016: Opportunity to inform recommended order of implementation
  - Provide written comments/resolutions to VDOT prior to publication of Draft SEIS
  - Provide written comments/resolution on the Draft SEIS

For more information and/or future updates

Visit: **www.HamptonRoadsCrossingStudy.org**

or

Email: **HRCSSEIS@VDOT.Virginia.Gov**