

Projects Underway

Concrete Paving on I-564/I-464/ Terminal Boulevard

Completion Date: November 2013

Estimated Cost: \$3 million

About the Project: This project will improve the riding surface of the existing roadway by patching the deteriorated pavement of various sections of I-464, I-564 and Terminal Boulevard. More specifically, repairs will occur in the north- and south bound lanes of I-464 from mile posts 0.0 to 0.9, the East and West bound lanes of I-564 from mile posts 0.5 to 3.0, the East and West bound lanes of Terminal Boulevard from the exit loop of I-564 to Ruthven Road and the loops and ramps from I-564 to Gate 3 of Naval Station Norfolk. The goal of this project is to preserve the pavement and protect the quality of existing roadways.

Current Status: Bids on the project will be received in late April 2013. An award is scheduled for late June.



Proposed Projects

I-564 Intermodal Connector

Estimated Cost: \$170 million

About the Project: The purpose of this project is to provide a safe, high-speed, highway connection from the existing I-564 to Norfolk International Terminals and Norfolk Naval Station. This road realignment will alleviate congestion on city and Naval Station roadways. The I-564 Connector would be the first section of the proposed Patriot's Crossing.

Current Status: The Navy and VDOT agreed to the basic layouts of the Intermodal Connector and the Air Terminal interchange in September. VDOT and the Navy entered into a new Memorandum of Agreement (MOA) in December 2012, to replace the previous agreement that had expired. VDOT, FHWA-EFL and the Navy have signed a Memorandum of Agreement (MOA) allowing the Federal Highway Administration (FHWA) to manage the bidding and construction phases of the project in April 2013. The tri-party team is also working to procure a design-build team and to obligate construction funds by summer 2013.

Project Page: http://www.virginiadot.org/projects/hamptonroads/i-564_intermodal_connector.asp



Wythe Creek Road (Route 172)

Widening Project

About the Project: The Wythe Creek Road (Route 172) Project will encompass roadway widening in the cities of Hampton and Poquoson. The Hampton portion of the project includes widening Wythe Creek Road to a four-lane divided section with a multi-use path on the west side and a sidewalk on the east side. This project also includes widening the bridge and causeway at Wythe Creek. In Poquoson, Wythe Creek Road will be widened to a four-lane undivided section with curb and gutter, a multi-use path on the east side and a sidewalk on the west side. This project also includes widening the bridge and raising the causeway at Wythe Creek in the Hampton section of the project.

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Current Status: A Request for Proposals to solicit interest from the consultant community has been advertised and the design consultant has been selected. Scope and fee negotiations are currently underway. Notice to Proceed is expected to be issued to the design consultant in fall 2012. Design plans will be advanced with the intent of conducting a Design Public Hearing in the fall of 2013. Right-of-Way acquisition will begin in the fall of 2014. Once project scoping efforts are completed, a more refined project delivery schedule will be developed.



Hampton Roads District Project Information

Available at: <http://www.virginiadot.org/projects>



Upcoming Projects

Air Terminal Interchange

Estimated Cost: \$60 million

About the Project: Previous Department of Defense legislation authorizes the U.S. Navy to request that VDOT construct the Air Terminal Interchange in consideration for providing the requisite easement for the I-564 Intermodal Connector. This interstate interchange will serve Chambers Field Air Station and Naval Support Activity, an adjoining support base to Naval Station Norfolk.

Current Status: The Navy and VDOT conducted a design charette in September 2012, to determine a new preferred location for analysis in the Interchange Justification Report. The proposed location subsequently went through a fatal flaw analysis and was adopted by the Stakeholder champions. The next step will be to bring the interchange to the Transportation Planning Organization (TPO) for incorporation into the Constrained Long Range Plan.

Under Study

Patriot's Crossing

Estimated Cost:

Ranges from \$3.1 billion to \$4.2 billion

About the Project: This proposed project is the last and final stage of the Navy Triangle Improvement Strategy and consists of three of the five phases of the Hampton Roads Third Crossing project. Patriot's Crossing would not include:

- Widening I-664
- The addition of a new tunnel parallel to the I-664 Monitor-Merrimac Memorial Bridge-Tunnel
- A multi-modal rail component under the Elizabeth River

Patriot's Crossing would include a new four-lane tunnel and bridge system between the I-564 Intermodal Connector in Norfolk and the I-664 Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT) and a connection to Craney Island in Portsmouth.

Current Status: The draft environmental re-evaluation document is complete. In early February 2013, a revised Environmental Assessment (EA) was submitted to FHWA. A NEPA document will not be issued by FHWA until the fiscal constraints on this project have been resolved. The project has yet to be funded within the Constrained Long Range Plan.

Project Page: http://www.virginiadot.org/projects/hamptonroads/patriots_crossing.asp



Under Study

I-64 Corridor Environmental Study

Multi-District: Hampton to Richmond

Estimated cost: \$3 million

Estimated Completion Date: Winter 2014

About the Project: The Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) has initiated a study of the Interstate 64 corridor from Interstate 95 in Richmond to I-664 in Hampton. The purpose of this study is to identify transportation needs within the I-64 corridor and to evaluate the impacts of proposed improvements to meet those needs. The study area is approximately 75 miles long. An Environmental Impact Statement is being prepared for the project in accordance with the National Environmental Policy Act (NEPA).

Through the NEPA process, the project team, using input from the public and from various state and federal agencies:

- Examines transportation problems such as road capacity, mobility and access
- Develop solutions to those problems
- Evaluates the impacts of the solutions

Current Status: The FHWA approved the Draft Environmental Impact Statement (EIS) on October 24, 2012. The DEIS was made available for public and agency review and comment from November 2, 2012 through January 7, 2013. Public hearings to present the findings of the study were held on Tuesday, December 11, 2012 in Williamsburg, Wednesday, December 12, 2012, in Newport News, and Thursday, December 13, 2012, in Richmond. Work on responding to comments and drafting the Final EIS is getting underway. It is important to note that FHWA cannot consider drafting a Record of Decision to approve the preferred alternative until an appropriate level of funding has been identified and committed to the project. Currently, there is no funding committed.



Hampton Roads District Project Information

Available at: http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp

Elizabeth River Tunnels Project (ERT)

Cities of Norfolk and Portsmouth

Estimated Completion Date: 2017

About the Project: The Downtown Tunnel/Midtown Tunnel/Martin Luther King Expressway (MLK) Extension Project has been a top priority for the Hampton Roads region for many years. The project comprises the development, design, construction, finance and operation of a new two-lane tunnel parallel to the existing Midtown Tunnel under the Elizabeth River, maintenance and safety improvements to the existing Midtown and Downtown tunnels, extending the MLK from London Boulevard to Interstate 264, and interchange modifications at Brambleton Avenue and Hampton Boulevard. The project is located between the cities of Portsmouth and Norfolk in Hampton Roads. Under a comprehensive agreement VDOT will maintain ownership of the infrastructure and oversee Elizabeth River Crossing's (ERC) activities. ERC will finance and build the facilities, then operate and maintain them for a 58-year concession period.

The Martin Luther King Expressway will be extended from its current termini to create a limited access 4-lane expressway that will connect Route 164 to Interstate 264. This connector, between these two major local thoroughfares, will greatly reduce the amount of truck traffic that is currently experienced on the city of Portsmouth streets.



ERC will finance, design, build, operate and maintain facilities. The project will consist of:

- New, two-lane Midtown Tunnel
- Refurbishment and safety improvements to existing Midtown Tunnel
- Extending Martin Luther King Expressway to I-264, High Street interchange
- Brambleton Avenue Hampton Boulevard interchange modifications
- Refurbishment and safety improvements to existing Downtown Tunnel
- Electronic Toll Gantries which will utilize E-ZPass or Pay-by-Plate

- Value of Comprehensive Agreement is \$2.1 billion
- ERC to provide \$1.7 billion investment
- Commonwealth providing contribution of \$421 million to lower the toll rates

Current Status: On March 9, 2013, a 4,500-foot long, 36-inch waterline was successfully installed beneath the Elizabeth River, replacing an existing 30-inch raw waterline that was located in the dredge path of the new Midtown Tunnel. As part of the preparation for fabricating the tunnel elements at Sparrows Point, Maryland, a Trial Casting Program is being used to create mockups of the tunnel to demonstrate and test procedures for casting, thermal control, and curing in order to control cracking of the concrete. Utility relocation continues for the Norfolk approach. The Downtown Tunnel westbound rehabilitation will begin in August 2013 and will include a new ventilation system, electrical improvements, fire safety system, communications updates, improved lighting, and structural repairs. Eastbound rehab is slated to begin summer 2014. These activities will require single lane, as well as full tunnel closures. Toll commencement was deferred from fall 2013 to Feb, 2014, on both the Downtown and Midtown Tunnels.

Online Resources • www.driveert.org
Office of Transportation Public-Private Partnerships
www.vappta.org