

Hampton Roads Crossing Study

Presented by Philip Shucet
for the

Virginia Department of
Transportation

July 2000

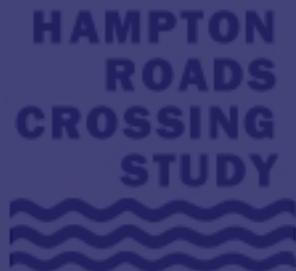
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Timeline Recap

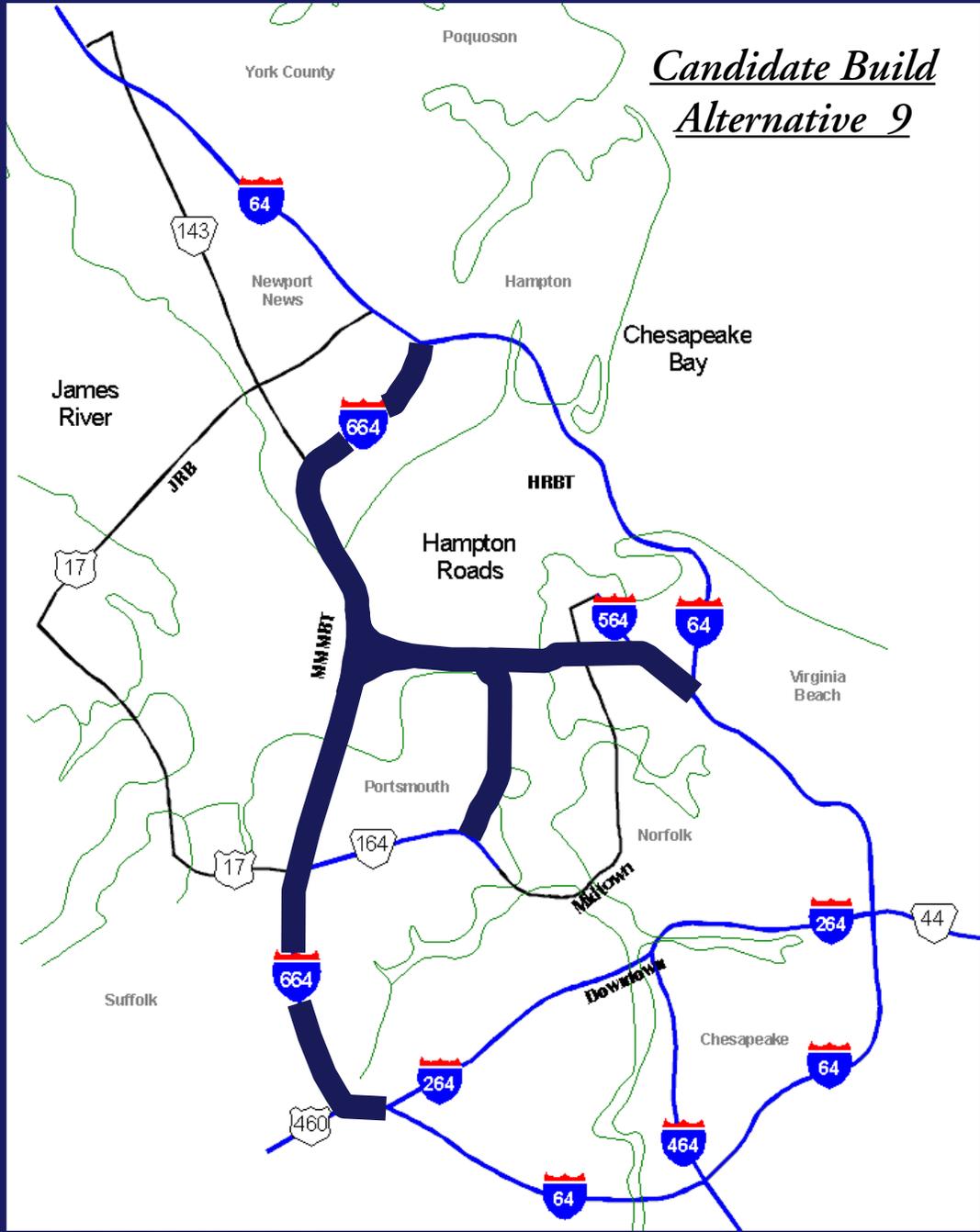
Major Investment Study & EIS

- 1994: Develop new forecast model
- 1994: Purpose and need approved
- 1995-96: Corridor Study conducted
- July 1997: Selection of a locally preferred alternative by the MPO
- Sept. 1997: CTB endorsement of the MPO's LPA
- Oct. 1999: Draft EIS approved
- Early 2000: Public Hearings
- July 2000: CTB approved Alternative 9



MIS Selection Criteria

- Important criteria for meeting purpose and need:
 - ◆ Reduce volumes at HRBT by 10% or more
 - ◆ Address existing and future regional O&D
 - ◆ Connect ports and major freight corridors
 - ◆ Connect to controlled access freeways
 - ◆ Relative cost
 - ◆ Relative ease of implementation



*Candidate Build
Alternative 9*

MIS concluded with Corridor 9 being selected by the MPO as the Locally Preferred Corridor



NEPA Process

- EIS must look at reasonable alternatives
- EIS alternatives include:
 - ◆ No-Build Alternative
 - ◆ Candidate Build Alternative 1: within I-64 corridor
 - *Same as Corridor 1 in MIS*
 - ◆ Candidate Build Alternative 2: I-64 corridor w/ VA 164 connector
 - *New EIS alternative*
 - ◆ Candidate Build Alternative 9: within I-664 corridor
 - *Identical to Corridor 9 selected by MPO as the LPA*

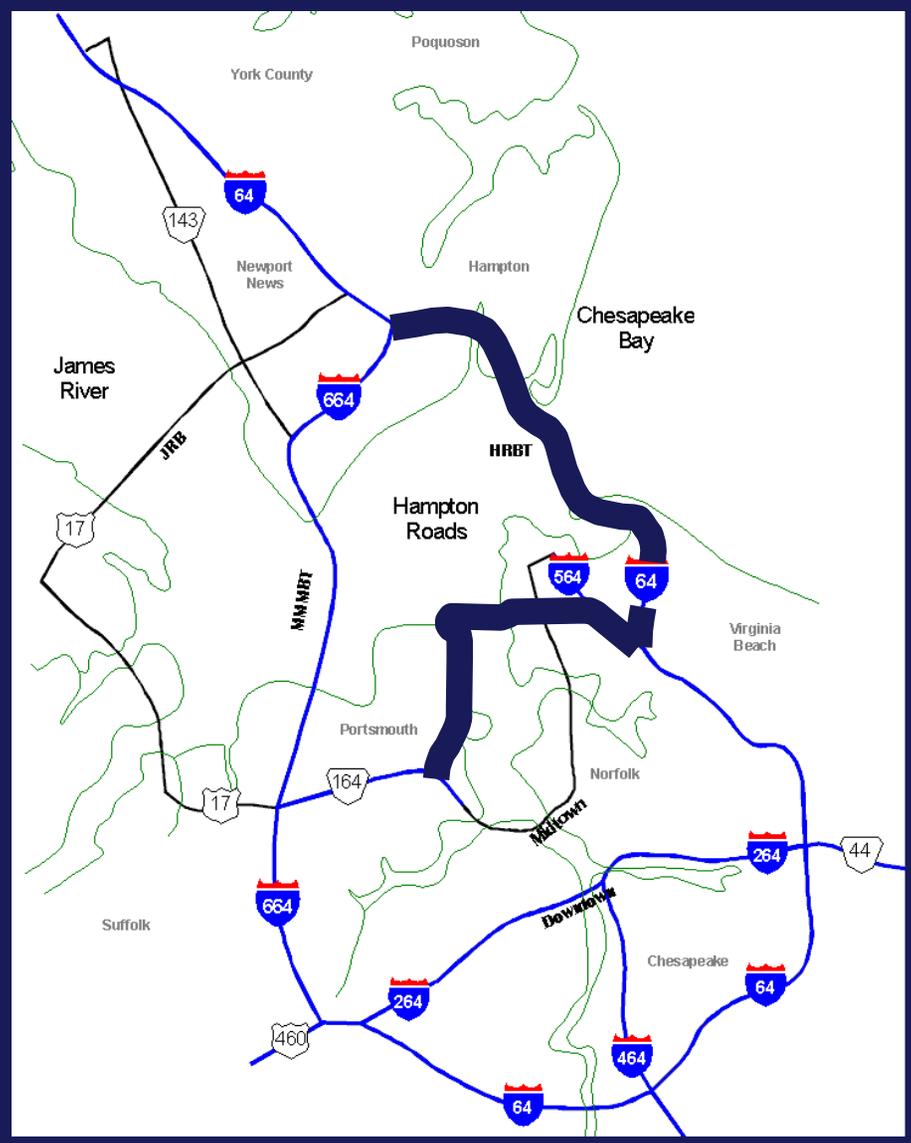
Candidate Build Alternative 1



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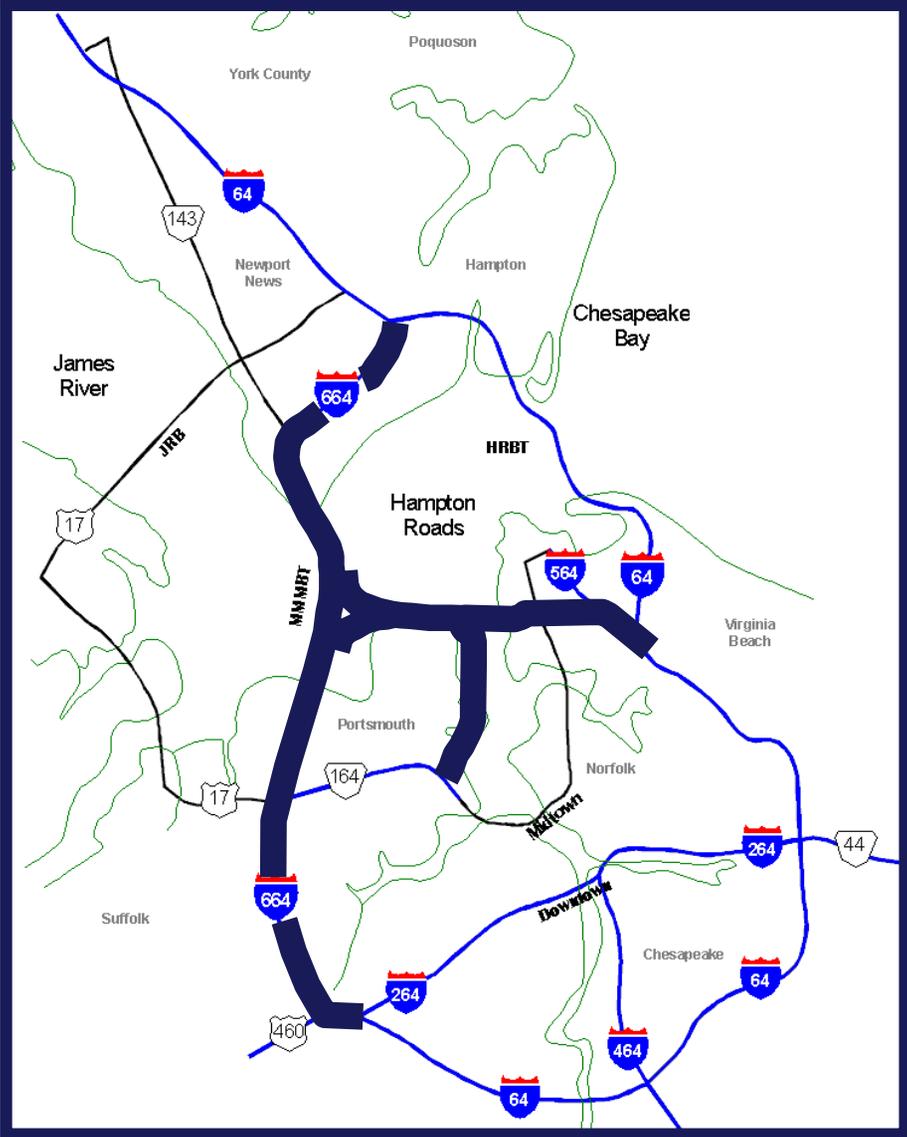
Candidate Build Alternative 2



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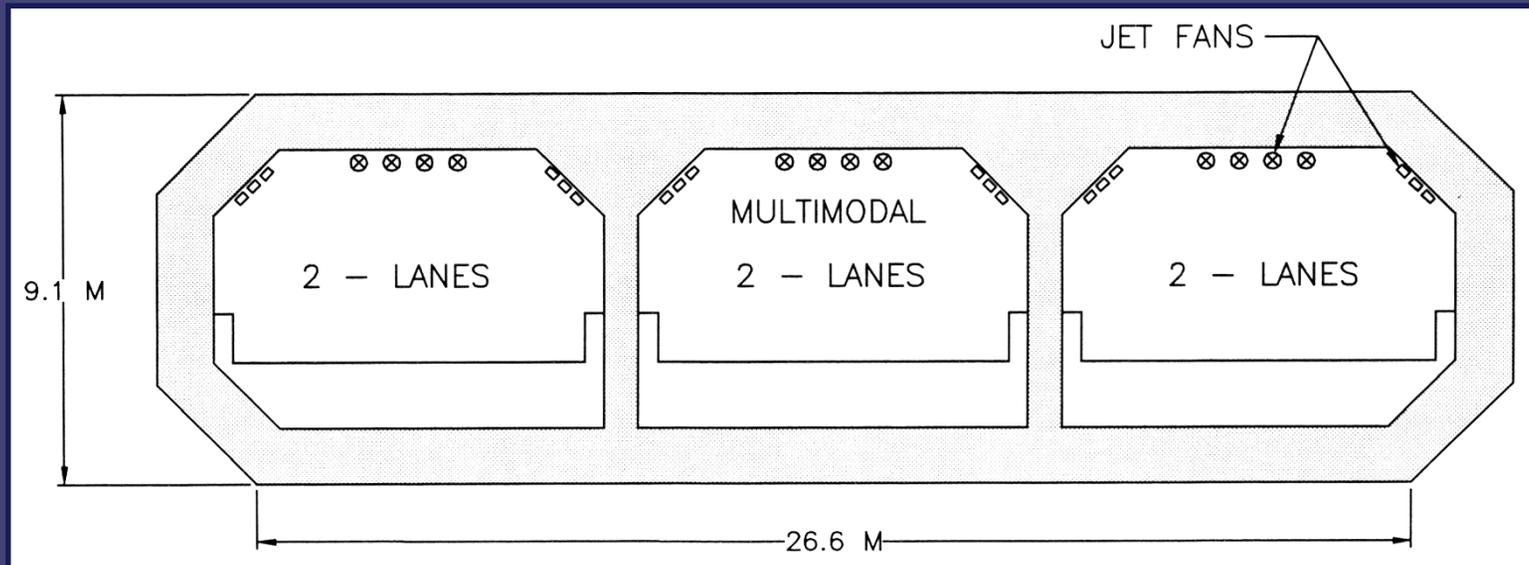
Candidate Build Alternative 9



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Multimodal Tube remains an Important Element



Opportunity to Move People

As a Busway - Could move as many people as 3-10 conventional lanes.

As a Light Rail System - Could move as many people as 4-16 conventional lanes.

As a Rapid Rail System - Could move as many people as 8-56 conventional lanes.

Additional Modal Opportunities to Consider During Design

- Could accommodate high speed rail
- Could accommodate heavy rail
- Details must be addressed in design phase

Current Overview

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Access to Major Port Facilities

	CBA 1	CBA 2	CBA 9
New direct access to:			
NIT	No	Yes	Yes
New 4 th Marine Terminal	No	Yes	Yes
Improves Access to:			
PMT	No	Yes	Yes
NNMT	No	No	Yes

Access to Naval Base Norfolk

	CBA 1	CBA 2	CBA 9
New direct access	No	Yes	Yes
Improves Access	Yes	Yes	Yes
Improves Access between NBN & Naval Facilities in Portsmouth	No	Yes	Yes

Transportation Issues

HRBT 2018 Peak Hour Per Lane Traffic Volumes:

No-Build	CBA 1	CBA 2	CBA 9
2,950	1,813 (-39%)	1,775 (-40%)	2,450 (-17%)

Transportation Issues

2018 Daily Crossing Trips Between Peninsula & Southside:

No-Build 243,000	CBA 1 251,000 3.3%	CBA 2 244,000 0.4%	CBA 9 285,000 17.3%
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Additional Trips per Year:

CBA 1 2,920,000	CBA 2 365,000	CBA 9 15,330,000
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Important Environmental Issues

- No environmental fatal flaws anticipated
- No Air Quality Violations
- Noise impacts can be mitigated
- Biological impacts can be mitigated
- Social impacts held to minimum

Relocations

	CBA 1	CBA 2	CBA 9
Residential Units	128	128	38
Businesses	8	11	9
Community Facilities	0	0	2*

*Power of God in You Church and Dickerson Court Community Center

Cost Estimate (1999 \$)

- Candidate Build Alternative 1 - \$1.2 Billion
- Candidate Build Alternative 2 - \$2.0 Billion
- Candidate Build Alternative 9 - \$2.7 Billion

Public Hearings

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Summary of Public Hearings

- Hearings held in January and March 2000
- Total of 135 people attended 3 hearings
- 96 Comment sheets received from public
- # of People Favoring a Particular Alternative:
 - ◆ No Build Alternative 8
 - ◆ CBA 1 3
 - ◆ CBA 2 5
 - ◆ CBA 9 69
 - ◆ Other 11

Preferred Alternative of Local Municipalities

- CBA 9 recommended by:
 - ◆ Chesapeake
 - ◆ Newport News
 - ◆ Norfolk
 - ◆ Portsmouth
 - ◆ Suffolk
 - ◆ Virginia Beach
 - ◆ Isle of Wight

Other Local Agencies

- CBA 9 also recommended by:
 - ◆ Hampton Roads Transit
 - ◆ Virginia Port Authority
 - ◆ Hampton Roads Maritime Association
 - ◆ Hampton Roads Partnership
 - ◆ Norfolk Southern Corporation

Recommendation

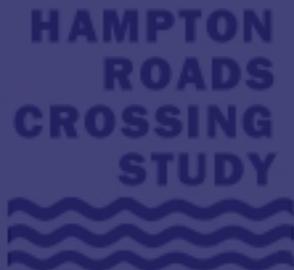
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Recommendation to CTB

(approved July 20, 2000)

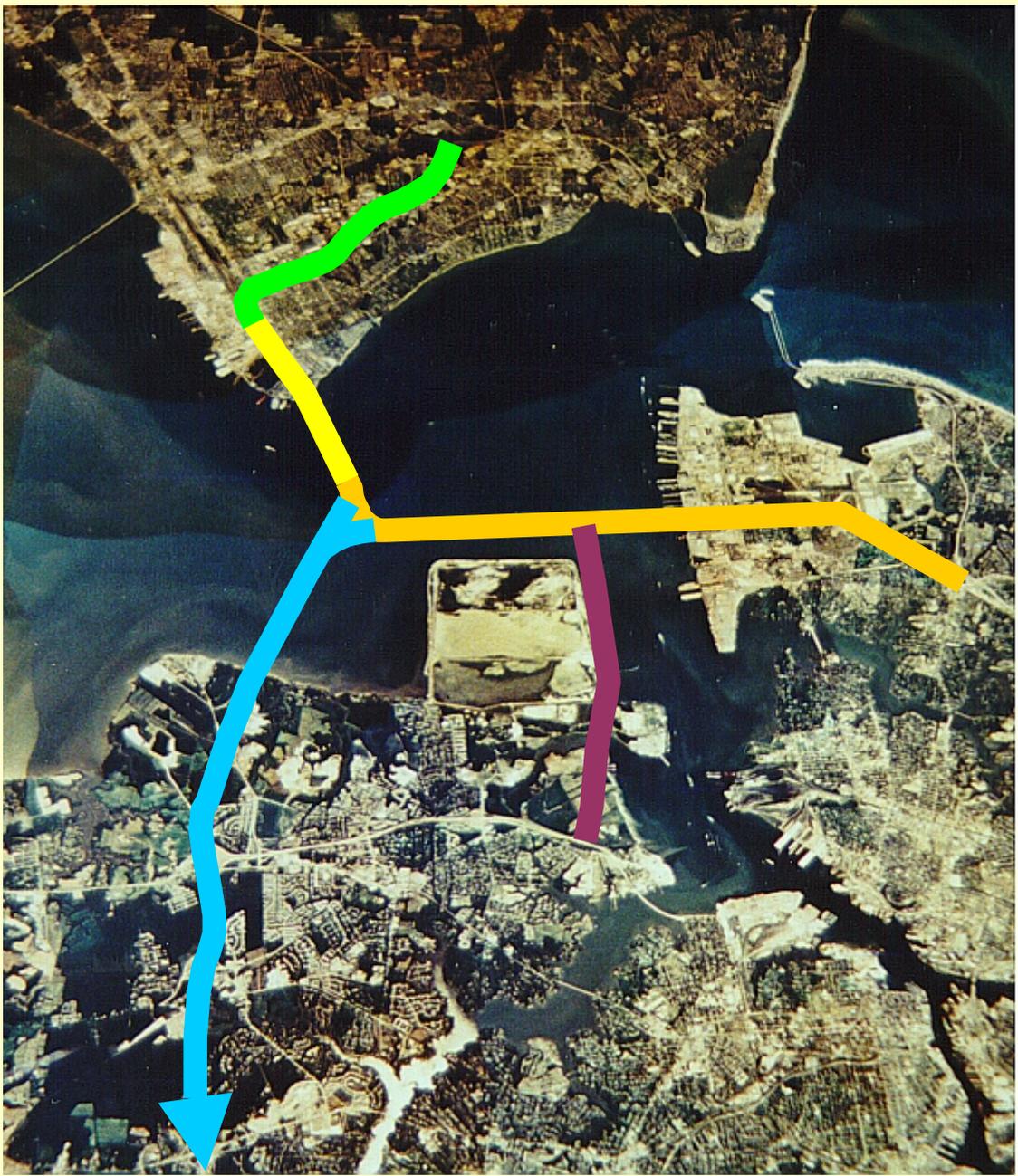
- Advance CBA 9 to FEIS & Design
 - ◆ Meets all criteria for purpose and need
 - ◆ Best improves total mobility
 - *More than 5 times above CBA 1*
 - ◆ Strong citizen and MPO support
 - ◆ Can be constructed in usable segments
 - *Each improving total mobility in Hampton Roads*



CBA 9

-Stage Construction-

- Cost about \$1.2 B
- Cost about \$700 M
- Cost about \$400 M
- Cost about \$150 M
- Cost about \$250 M



Schedule

- Location Approval July 20, 2000
- FEIS Fall 2000
- ROD Fall-Winter 2000
- Next Step Design