

64 Peninsula Widening

Project Description

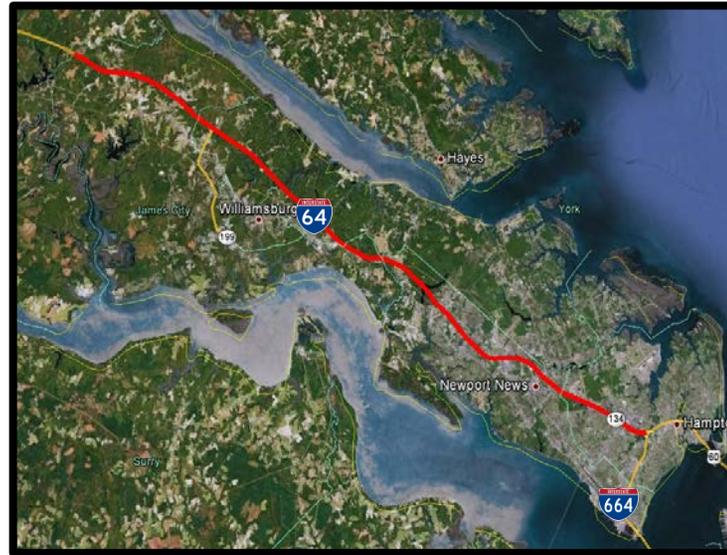
SYSTEM: Interstate

FROM: I-664 (Hampton Roads)

TO: I-95 (Richmond)

DESCRIPTION OF WORK: Provide for increased capacity, improve safety standards and minimize roadway geometric and structural deficiencies along the I-64 corridor

Note: The Hampton Roads portion of this study is between I-664 (Exit 264) and James City County/New Kent County Line.



Estimated Total Project Cost

\$4.7 - \$7.3 Billion

(Note: This cost estimate is for entire project corridor from I-664 in Hampton Roads to I-95 in Richmond)

Cost Source: Virginia Department of Transportation Draft EIS, October 2012

Summary of Project

- The Draft EIS study of I-64 between Hampton Roads and Richmond was released for public review and comment between October 24, 2012 and January 7, 2013. The Final EIS is anticipated to be completed in 2014.
- Three public meetings were held regarding the Draft EIS in Williamsburg (12/11/12), Newport News (12/12/12), and Richmond (12/13/12).
- Project improves safety and expands capacity of a major evacuation route.
- Project improves travel time and reliability to tourist destinations.
- Project improves freight traffic and military connectivity in the Hampton Roads region and between Hampton Roads and Richmond as well.

Overview of Project Status

NEPA Status

Draft Environmental Impact Statement (EIS) completed in 2012;
Final EIS completion anticipated in 2014.

Funding Status

Regional Funding Identified for portion of I-64 from Fort Eustis Boulevard (Exit 250) to Jefferson Avenue (Exit 255) in 2034 LRTP

Preliminary Engineering Status

N/A

Right of Way Status

N/A

Construction Status

N/A

Southside Widening

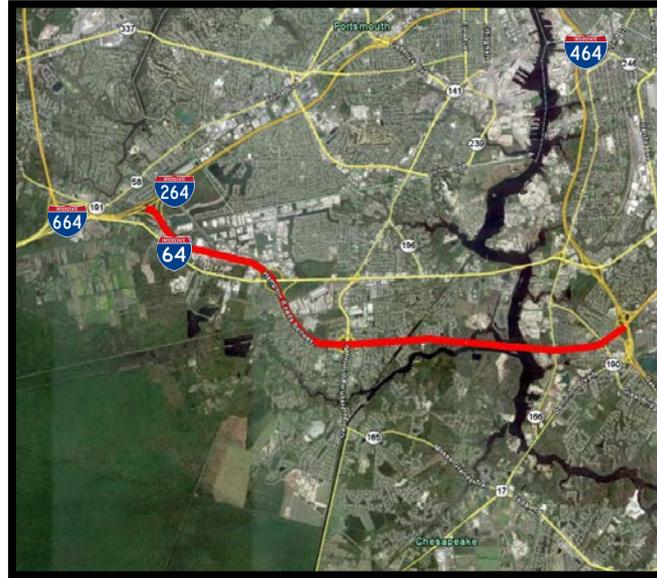
Project Description

SYSTEM: Interstate (Highways)

FROM: I-64/I-464

TO: I-64/I-264/I-664 at Bowers Hill

DESCRIPTION OF WORK: Provide for increased capacity along the I-64 corridor on the Southside and replace the High-Rise Bridge.



Estimated Total Project Cost

\$1.7 Billion

Note: The inflated cost estimate is for FY 2034. The cost includes \$950 Million to replace High Rise Bridge; It does not include the interchange work at I-464 or at Bowers Hill.

Cost Source: Virginia Department of Transportation's planning level estimate dated 10/16/12.

Summary of Project

- The adopted FY 2014 State Budget has allocated money from the Commonwealth Transportation Fund to conduct an EIS for the I-64 corridor on the Southside, including the High Rise Bridge.
- Project reduces congestion and expands an evacuation route.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Project Status

NEPA Status

Corridor Environmental Impact Statement (EIS) planned after July 2013

Funding Status

EIS: \$5 Million - Commonwealth Transportation Fund

Preliminary Engineering Status

N/A

Right of Way Status

N/A

Construction Status

N/A

460 Corridor Improvements

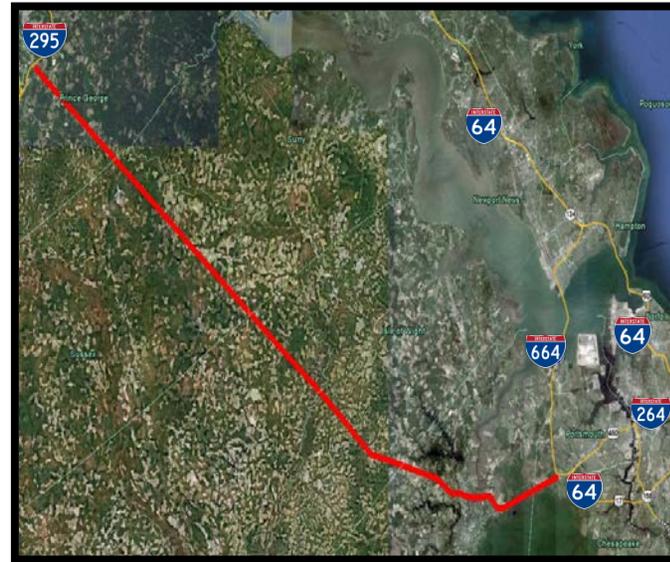
Project Description

SYSTEM: Primary

FROM: Bowers Hill

TO: I-295 (Prince George County, VA)

DESCRIPTION OF WORK: Build new 4-lane limited access tollway parallel to existing undivided arterial.



Estimated Total Project Cost

\$1.396 billion

Note: The project cost estimate includes design, construction and toll collection set-up.

Cost Source: Office of Transportation
Public-Private Partnership, Virginia
Department of Transportation

Summary of Project

- The US Route 460 project has NEPA process complete and ROD rendered.
- The US 460 Mobility Partners team was selected to design, build and finance Route 460.
- Comprehensive agreement between the Commonwealth of Virginia and the US 460 Mobility Partners team was executed in December 2012.
- Toll rates:
 - Auto: \$0.067/mile; \$3.69 for full 55 miles
 - Truck: \$0.213/mile; \$11.72 for full 55 miles
- Project provides for a new limited-access route to/from the region, providing for a greatly enhanced evacuation route and improved safety.
- Project greatly improves travel time and reliability to port facilities, defense installations, and tourist destinations.

Overview of Project Status

NEPA Status

Record of Decision (ROD) Rendered

Funding Status

Fully funded;
Public Funding – VDOT: \$753 million - \$930 million
Public Funding – VPA: \$202 million - \$250 million
Private Sector tax-exempt bonds: up to \$216 million (net amount)

Preliminary Engineering Status

Anticipated to begin in 2013

Right of Way Status

Anticipated to begin in 2013

Construction Status

Anticipated start in 2014; Anticipation completion in 2018

Third Crossing

Project Description

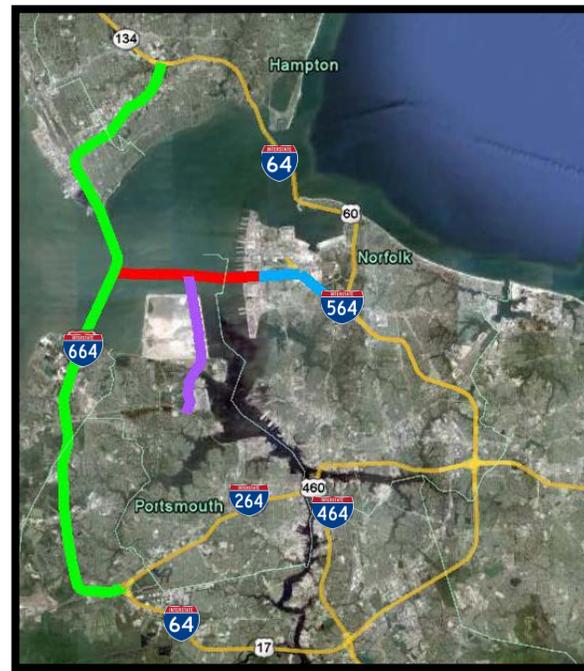
SYSTEM: Interstate (Bridges and Tunnels)

FROM: Peninsula

TO: Southside

DESCRIPTION OF WORK:

- New 4-lane limited access I-564 Intermodal Connector from I-564 to Patriots Crossing
- New 4-lane Patriots Crossing Bridge-Tunnel connector from I-564 Intermodal Connector to I-664
- New 4-lane limited access Craney Island Connector from Patriots Crossing midpoint to VA-164
- Widen I-664 to 6-lanes (CH/SU) and 8-lanes (NN/HM).



Estimated Total Project Cost

\$4.32 Billion

Note: The inflated cost estimate is for FY 2023

Cost Source: [Virginia Department of Transportation](#)

Summary of Project

- The Third Crossing project has a completed NEPA process and ROD rendered.
 - VDOT along with FHWA began a re-evaluation of the EIS in 2011 for the Patriots Crossing portion of the Third Crossing.
 - This re-evaluation was completed and a revised Environmental Assessment (EA) was submitted to FHWA in February 2013.
- The project provides additional capacity between the Peninsula and the Southside, improves mobility across Hampton Roads and relieves congestion at the I-64 Hampton Roads Bridge Tunnel (HRBT).
- Project significantly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Project Status

NEPA Status

Final Environmental Impact Statement (EIS) completed in 2000. Reevaluation of EIS for Patriots Crossing completed and a revised EA submitted to FHWA in 2013.

Funding Status

N/A

Preliminary Engineering Status

N/A

Right of Way Status

N/A

Construction Status

N/A

Patriots Crossing

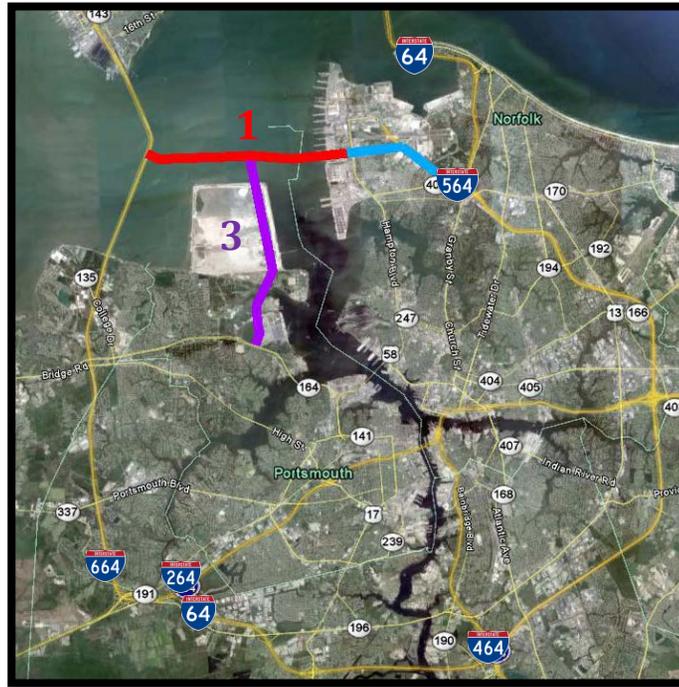
Project Description

FROM: I-564 Intermodal Connector

TO: I-664 & VA-164

DESCRIPTION OF WORK:

- **Segment 1** - New 4-lane roadway and bridge from I-664 near southern end of Monitor Merrimac Memorial Bridge-Tunnel to planned I-564 Intermodal Connector (shown in blue), including a tunnel section at the Elizabeth River.
- **Segment 3** - New 4-lane roadway and bridge from Segment 1 to VA 164.
- **No Tolling**



Estimated Total Project Cost
\$3.1 to \$4.2 Billion

Cost Source: Virginia Department of Transportation

Summary of Project

According to the VDOT *Environmental Assessment Reevaluation of the 2001 Hampton Roads Crossing Study Final Environmental Impact Statement (2011): Candidate Build Alternative 9 – Segments 1 and 3:*

- The Hampton Roads Bridge-Tunnel will remain severely congested, with a volume/capacity ratio = 1.48 (Level-of-Service F) in 2034.
- The Monitor-Merrimac Memorial Bridge-Tunnel will be severely congested, with a volume/capacity ratio = 1.93 (Level-of-Service F) in 2034.
- Project will help meet growing needs of the Port.
- Project will improve movement of people and goods to and from the region’s military bases.
- Project will have a positive impact on the region’s economy.

Overview of Project Status

NEPA Status	
Final Environmental Assessment Submitted to FHWA: February 2013	
Funding Status	
Study Fully Funded	
Preliminary Engineering Status	
N/A	
Right of Way Status	
N/A	
Construction Status	
N/A	

64 Hampton Roads Bridge-Tunnel

Project Description

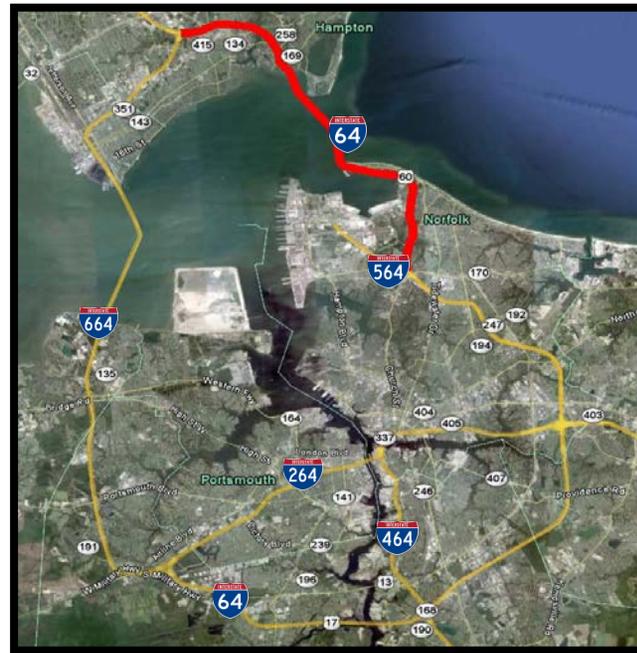
SYSTEM: Interstate (Bridges and Tunnels)

FROM: I-64/I-664

TO: I-64/I-564

DESCRIPTION OF WORK: Improve capacity and address geometric deficiencies along Interstate 64 (I-64) including the Hampton Roads Bridge Tunnel (HRBT).

- Widen I-64 from I-664 in Hampton to I-564 in Norfolk
- Add new bridge-tunnel facility adjacent to current Hampton Roads Bridge-Tunnel



Estimated Total Project Cost
\$4.4 to \$6.7 Billion

Cost Source: Virginia Department of Transportation Draft EIS, December 2012

Summary of Project

- The Draft EIS study of I-64 Hampton Roads Bridge-Tunnel (corridor between I-664 in Hampton and I-564 in Norfolk) was released for public review between December 21, 2012 and February 13, 2013. The Final EIS is anticipated to be completed in 2014.
- Project will result in uncongested conditions (Level-of-Service C) at the Hampton Roads Bridge-Tunnel through the year 2040.
- Project improves accessibility between Peninsula and Southside for commuting, tourism, freight movement, military mobility, and hurricane evacuation.
- Project improves geometric deficiencies including inadequate shoulder width and substandard vertical tunnel clearance, both of which cause congestion and safety problems.
- Project will have a positive impact on the region's economy.

Overview of Project Status

NEPA Status

Draft Environmental Impact Statement (EIS) completed in 2012;
 Final EIS completion anticipated in 2014.

Funding Status

Study Fully Funded

Preliminary Engineering Status

N/A

Right of Way Status

N/A

Construction Status

N/A



Downtown Tunnel/ Midtown Tunnel/ MLK Extension

Project Description

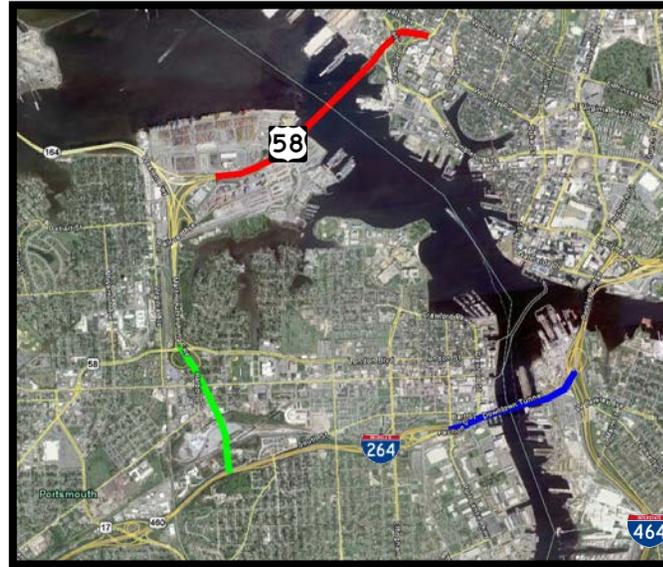
SYSTEM: Primary (Bridges and Tunnels)

FROM: Hampton Boulevard

TO: I-264

DESCRIPTION OF WORK:

- **Build new 2-lane tunnel adjacent to the existing Midtown Tunnel, upgrade existing 2-lane Midtown tunnel**
- **Extend MLK freeway from London Boulevard to I-264 with an interchange at High Street**
- **Maintenance and safety improvements at the Downtown Tunnel**



Estimated Total Project Cost

\$2.1 Billion

Note: The project cost estimate includes financing, designing, building, maintaining and operating the tunnels and MLK extension.

Cost Source: [Office of the Governor](#), December 5, 2011; Office of Transportation Public-Private Partnership, Virginia Department of Transportation

Summary of Project

- Comprehensive agreement between the Commonwealth of Virginia and the Elizabeth River Crossings (ERC) was executed in December 2011.
- ERC was selected to build a new Midtown Tunnel, rehabilitate the existing tunnels and extend the MLK freeway.
- Downtown Tunnel/Midtown Tunnel toll rates:
 - Auto: \$1.84 (peak); \$1.59 (off-peak);
 - Heavy Vehicles: \$7.36 (peak); \$4.77 (off-peak)
- MLK extension toll rates:
 - \$0.50 for tunnel users; \$1.00 for non-tunnel users
- Project reduces significant recurring congestion, and serves the region with expanded capacity across the Elizabeth River.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Project Status

NEPA Status

Record of Decision (ROD) Rendered

Funding Status

Fully funded;
 VDOT: \$362 million
 ERC: \$422 million TIFIA loan;
 Approx. \$1.3 billion through equity, debt and revenue from operations

Preliminary Engineering Status

Complete

Right of Way Status

Complete

Construction Status

Underway (started in 2012)