

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

## Commonwealth Transportation Board Briefing

December 6, 2016

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## Updates Since October CTB Briefing

- Hampton Roads Transportation Planning Organization (HRTPO) and Hampton Roads Transportation Accountability Commission (HRTAC) have taken action
- VDOT has revised its recommendation for a preferred alternative to the U.S. Army Corps of Engineers (USACE) and other Cooperating Agencies
- Federal Cooperating Agencies have concurred/not objected to recommending Alternative A as the preferred alternative
- USACE has concurred that Alternative A appears to be the preliminary Least Environmentally Damaging Practicable Alternative (preliminary LEDPA)

# Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Widen I-64 to a consistent six-lane facility
- Improvements would be confined largely to existing right of way
- Previously studied as part of HRBT EIS
- \$3.3 billion in 2016 dollars with a 40% contingency



# Alternative B

- Same improvements considered under Alternative A
- Extend I-564 across the Elizabeth River with a new bridge-tunnel
- Construct new facility along the east side of Craney Island and widen Route 164
- \$6.6 billion in 2016 dollars with a 40% contingency



# Alternative C

- Widen I-664 including transit-only lanes
- Extend I-564 across the Elizabeth River with a new bridge-tunnel that includes transit-only lanes
- Construct new facility along the east side of Craney Island
- \$12.5 billion in 2016 dollars with a 40% contingency



# Alternative D

- Includes all sections considered in other alternatives
- Does not include transit only lanes along I-664 and over the water
- The different footprint allows for more information to be available to the study
- \$11.9 billion in 2016 dollars with a 40% contingency



## HRTPO and HRTAC Actions

- Unanimously endorsed “Alternative A Modified” in October 2016
- For the purposes of the HRCS SEIS, this means selection of Alternative A as the preferred alternative
- Alternative A Modified includes:
  - Alternative A (six lane widening of I-64 from I-664 to I-564)
  - Improvements to the I-64/I-264/I-664 interchange at Bowers Hill
  - Construction of other important regional projects consistent with the region’s 2040 Long Range Transportation Plan projects
- Approval of \$7M for further study of I-564/I-664 Connectors, I-664 MMMBT and VA 164/164 Connector

## Hampton University

- Draft HRCS SEIS indicated there could be some impacts to Hampton University property
  - Impacts were based on planning level corridors
  - No impacts to Emancipation Oak
  - Draft HRCS SEIS included commitments to refine a preferred alternative to reduce impacts
- As noted in today's resolution, VDOT is committing to:
  - No permanent acquisition of Hampton University property
  - Documenting this commitment in the Final SEIS and requesting that FHWA include the commitment in its Record of Decision
  - Developing a Memorandum with Hampton University by June 2017 to outline the terms should temporary access be necessary during construction



For more information and/or future updates  
Visit: [www.HamptonRoadsCrossingStudy.org](http://www.HamptonRoadsCrossingStudy.org)

or

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