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

Commonwealth Transportation Board Briefing

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Angel Deem
VDOT, Environmental Division Director

HRCS History

- 1991: Federal funding allocated for innovative projects, including the I-64 crossing of Hampton Roads
- 1997: I-64 Crossing Major Investment Study completed
- October 1999 – HRCS Draft EIS published
- March 2001– HRCS Final EIS published
- June 2001 – Record of Decision (ROD) issued for HRCS
- 2003 –NEPA reevaluation of P3 proposal resulted in revised ROD
- 2012: HRBT Draft EIS published
- 2013 –NEPA re-evaluation for the Third Crossing piece did not advance due to lack of fiscal constraint
- May 2015 – FHWA and VDOT concur that an SEIS is the appropriate NEPA document to re-evaluate HRCS

Milestone Schedule

- June 2015: Study initiated
- July 2015: Citizen Information Meetings/public comment period
- October 2015: Federal concurrence on Purpose and Need
- December 2015: Citizen Information Meetings/public comment period
- January 2016: Federal concurrence on alternatives retained for analysis
- August 5, 2016: Draft SEIS issued for a 45-day public comment period
- September 2016: Location Public Hearings/comment period concludes
- December 2016: Commonwealth Transportation Board action
- Spring/Summer 2017: Final SEIS
- Summer 2017: First Record of Decision

Cooperating Agencies

- Army Corps of Engineers
- Coast Guard
- Environmental Protection Agency
- Federal Transit Administration
- National Marine Fisheries Service
- Navy
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Portsmouth
- City of Virginia Beach

Purpose and Need

The purpose of the HRCS is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and VA 164 corridors. The HRCS will address the following needs:

- Accommodate travel demand
- Improve transit access
- Increase regional accessibility
- Address geometric deficiencies
- Enhance emergency evacuation capability
- Improve strategic military connectivity
- Increase access to port facilities

Three Tiers of Analysis

Engineering Segments

Operationally Independent Sections

Alternatives

Segments that comprise the alternatives retained for analysis

Operationally Independent Sections

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

Sections included in Draft SEIS (numbers correspond to previous map):

- I-664 from I-264 to US 58 (1)
- I-664 from US 58 to VA 164 (2)
- I-664 from VA 164 to Terminal Avenue Exit (3, 4, 5)
- I-664 from MMMBT/Terminal Avenue Exit to I-64 (6, 7)
- I-64 from I-664 to Mallory Street Exit (8)
- I-64 from Mallory Street Exit to I-564 (9)
- I-564, I-564 Connector, and I-664 Connector (10, 11)
- I-564, I-564 Connector, and VA 164 Connector (10, 13)
- I-664 Connector and VA 164 Connector (11, 13)
- VA -164 (14)

Alternative A

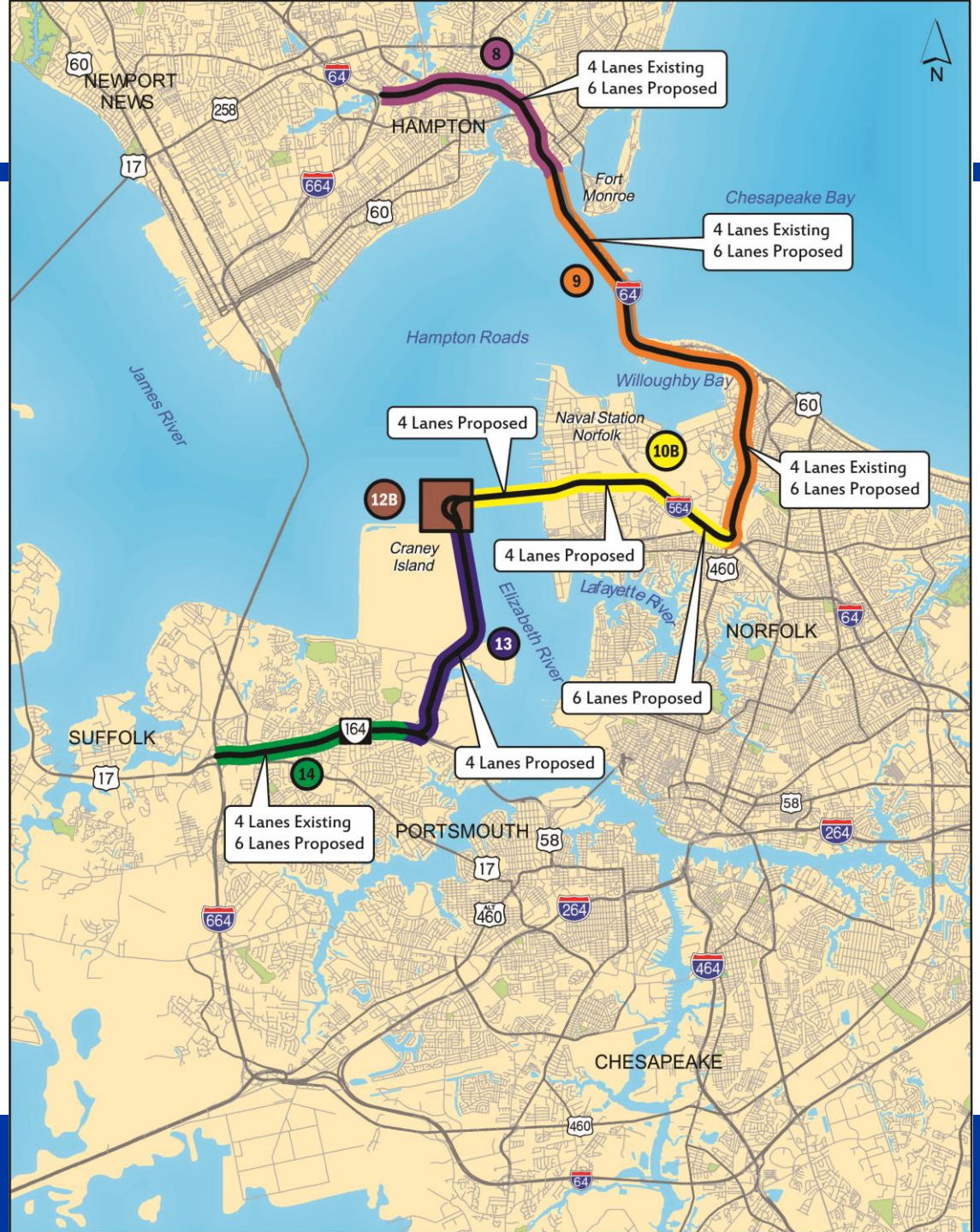
- Includes improvements to I-64 between I-664 and I-564
- Widen I-64 to a consistent six-lane facility
- Previously studied as part of HRBT EIS
- Improvements would be confined largely to existing right of way

Alternative A Review

Topic	Notes
Cost	• $3.3 billion in 2016 dollars with a 40% contingency
Impacts	• Property takes: 9 residential, 0 commercial, 2 community facility • 8 acres of wetland impacts
Benefits	• Increased capacity along the I-64 HRBT corridor for daily, military, port, and evacuation traffic • Transit capacity improved along I-64 corridor • Address geometric deficiencies along the I-64 HRBT corridor
Issues/risks	• Port and Navy have stated that the alternative does not meet their respective elements of the Purpose and Need

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

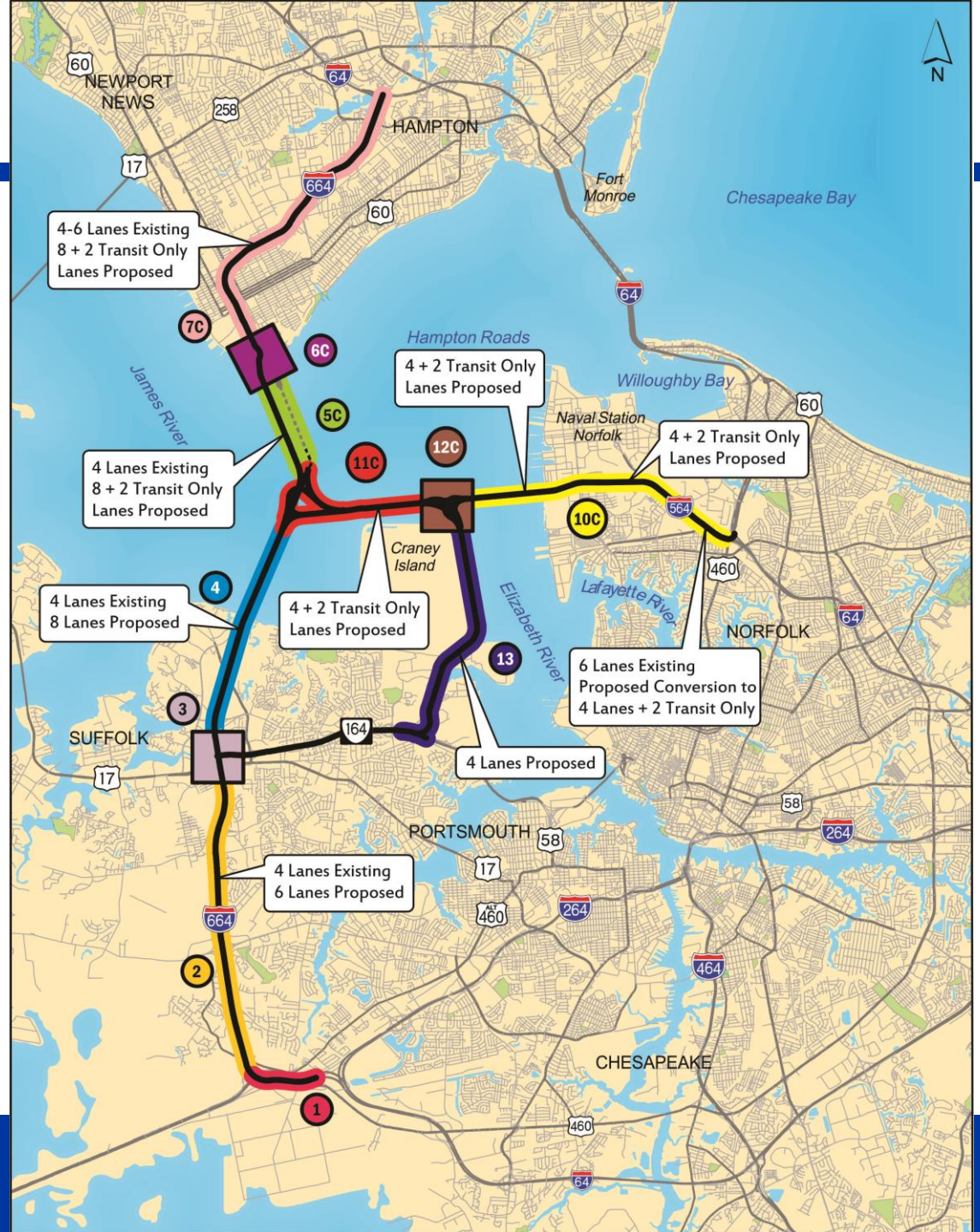


Alternative B Review

Topic	Notes
Cost	• $6.6 billion in 2016 dollars with a 40% contingency
Impacts	• Property takes: 9 residential property, 0 commercial, 3 community facility • 73 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	• Increased capacity along I-64, I-564, VA-164 for daily, military, port, and evacuation traffic • Enables connection between I-64 and I-664 • Transit capacity improved with new connections across Hampton Roads • Address geometric deficiencies along I-64 and other corridors • Provide new connection to port and military facilities
Issues/risks	• Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height or other requirements may need additional design to identify

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

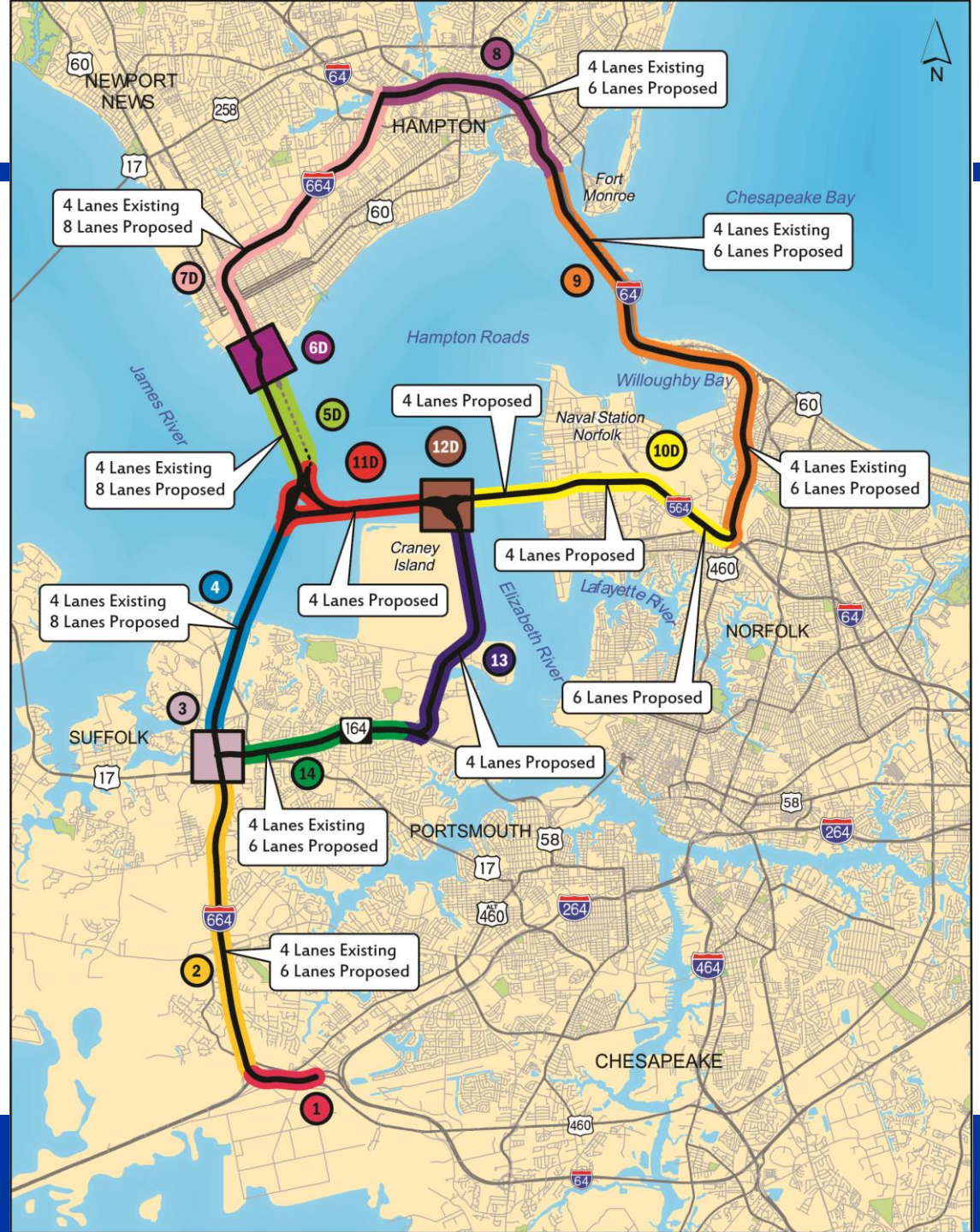


Alternative C Review

Topic	Notes
Cost	• $12.5 billion in 2016 dollars with a 40% contingency
Impacts	• Property takes: 11 residential, 5 commercial, 4 community facility • 112 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	• Increased capacity along I-664 and I-564 for daily, military, port, and evacuation traffic • New direct connection between I-64 and I-664 • Transit capacity improved with new "transit –only" lanes on I-664, I-564 • Address geometric deficiencies along multiple corridors • Provide new connection to port and military facilities
Issues/risks	• I-64/HRBT corridor not addressed • New over-water bridge would interfere with Craney Island operations – requirement for continued, unconstrained access to be determined during detailed design • Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height may need additional design to identify

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



Alternative D Review

Topic	Notes
Cost	• $11.9 billion in 2016 dollars with a 40% contingency
Impacts	• Property takes: 20 residential, 4 commercial, 5 community facility • 120 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	• Increased capacity along I-64, I-564, VA-164, I-664 for daily, military, port, and evacuation traffic • New direct connection between I-64 and I-664 • Transit capacity improved with new connections across Hampton Roads • Address geometric deficiencies along I-64 and other corridors • Provide two new connections to port and military facilities
Issues/risks	• New over-water bridge would interfere with Craney Island operations - requirement for continued, unconstrained access to be determined during detailed design • Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height may need additional design to identify • Highest wetland impacts

Summary of Benefits

	Alternative A	Alternative B	Alternative C	Alternative D
Increased capacity on I-64 for daily, military, port, and evacuation traffic	✓	✓		✓
Increased capacity on I-564 for daily, military, port, and evacuation traffic		✓	✓	✓
Increased capacity on I-664 for daily, military, port, and evacuation traffic			✓	✓
Increased capacity on VA-164 for daily, military, port, and evacuation traffic		✓		✓
Transit capacity improved along existing facilities	✓	✓	✓	✓
Transit capacity improved with new connection across Hampton Roads		✓	✓	✓
Address geometric deficiencies along the I-64 HRBT corridor	✓	✓		✓
Address geometric deficiencies along I-64 and other corridors	✓	✓		✓
New connection between I-64 and I-664		✓	✓	✓
Provide new connection to port and military facilities		✓	✓	✓
New connection between interstates while limiting new, overwater crossings		✓		

Analysis of Severe Congestion – in 2034

Severely Congested Vehicle Hours Traveled (VHT)				
No Build	Alternative A	Alternative B	Alternative C	Alternative D
362,154	328,336	326,444	347,887	328,376
Daily Delay Savings (VHT)				
n/a	33,818	35,710	14,267	33,778
Daily Delay Savings ($)				
n/a	$513,000	$541,700	$216,422	$512,393

Summary of SEIS Findings

Resource	Alternative A	Alternative B	Alternative C	Alternative D
Potential Residential Relocations	9	9	11	20
Potential Commercial Relocations	0	0	5	4
Forested Area (acres)	15	73	180	178
Floodplains (acres)	113	213	213	313
Historic Architecture Resources[1]	6	11	10	16
Archaeological Resources[1]	6	10	26	33
Wetlands (acres)[2]	8	73	112	120
Costs[3]	$3.3B	$6.6B	$12.5B	$11.9B

Notes:
1 - Coordination with Virginia Department of Historic Resources is ongoing
2 – Based on photointerpretation methods documented in Draft SEIS and Natural Resources Technical Report
3 – Costs in 2016 dollars with a 40% contingency

Public Comment Received to Date

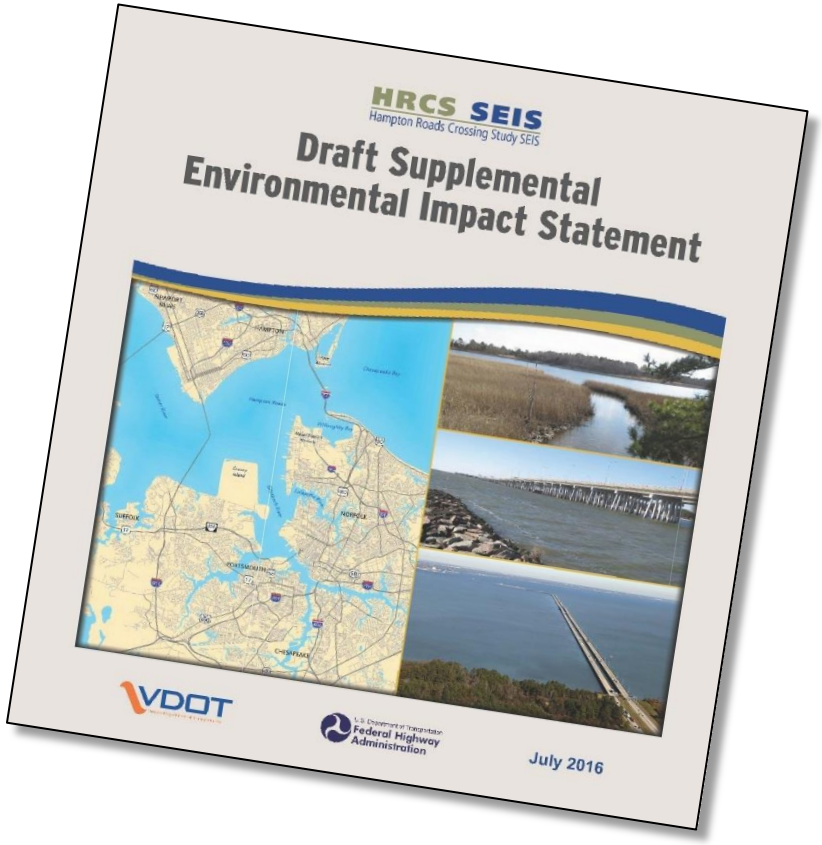
- 250 attended two Location Public Hearings on September 7th and 8th
- 502 public comments received via comment form, email, letter, or court reporter
- The two highest priority sections were the 64/HRBT corridor and the 564 Connector
- The two sections that were identified as being most impactful were 64/HRBT corridor and the 164 Connector
    - 18% support Alternative A
    - 11% support Alternative B
    - 8% support Alternative C
    - 53% support Alternative D

Agency Comment Received to Date

- U.S. Army Corps of Engineers
  - Access issues in and around Craney Island
  - Impacts of Alternative C &D are high–may only be able to permit Alternative A or B
- Virginia Department of Rail and Public Transit
  - Recommends that the capacity expansion in the Preferred Alternative be in the form of user/vehicle/price-restricted lanes to incentivize transit usage
- Virginia Department of Conservation and Recreation
    - Threatened and Endangered species information
- City of Suffolk
  - Concerns over property and railroad impacts along I-664
- CSX
  - Alternatives C&D could have significant impacts to CSX properties and resources

Anticipated CTB Timeline

- September 2016: Briefing on study background and alternatives
- October 2016: Continued review of alternatives and of agency and public comment received on the Draft SEIS
- December 2016: Formal action to identify the preferred alternative



For more information and/or future updates

Visit: **www.HamptonRoadsCrossingStudy.org**

or

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