



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Interstate 64/664 Corridor Improvement Plan

Commonwealth Transportation Board Meeting
July



Agenda



- Overview of the I-64/664 Corridor Improvement Plan
- Significance of the I-64/664 corridors in Virginia
- Summary of data analytics
- Project schedule



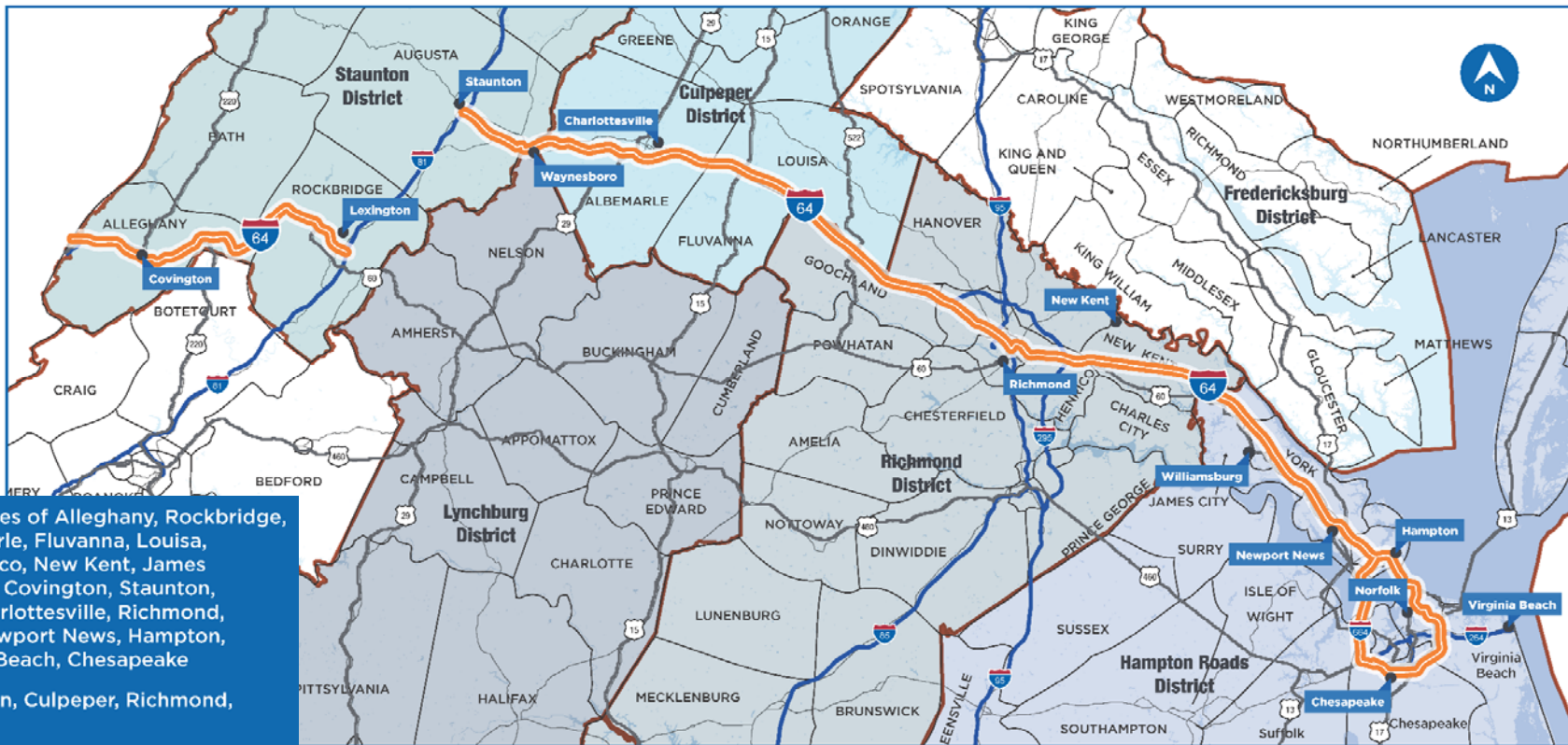
Project Overview



- Interstate 64 corridor between WV and I-664 (~320 miles)
- Identify performance issues
- Targeted sets of improvements
 - Operations strategies
 - Arterial improvements for incident management
 - Multimodal solutions
 - Capital highway improvements
- SMART SCALE-like evaluation



Study Area



Localities: Counties of Alleghany, Rockbridge, Augusta, Albemarle, Fluvanna, Louisa, Goochland, Henrico, New Kent, James City, and cities of Covington, Staunton, Waynesboro, Charlottesville, Richmond, Williamsburg, Newport News, Hampton, Norfolk, Virginia Beach, Chesapeake

Districts: Staunton, Culpeper, Richmond, Lynchburg, Hampton Roads

I-64 Corridor Significance



Critical East-West Corridor



Multimodal Corridor

- Highway
- Park and Ride Lots
- Vanpools
- Commuter/Express Bus
- Carpools



7.2 Million

Trucks Per Year



> 925 Incidents Per Year

(With Average Clearance Times About 1.5 Hours)



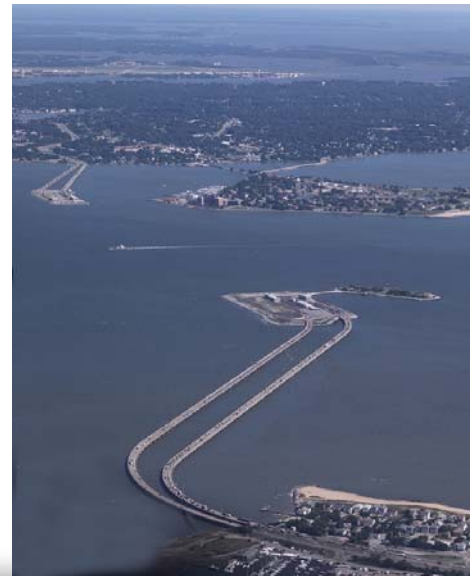
~ 21,500

Crashes Over 5 Years



\$135 Billion

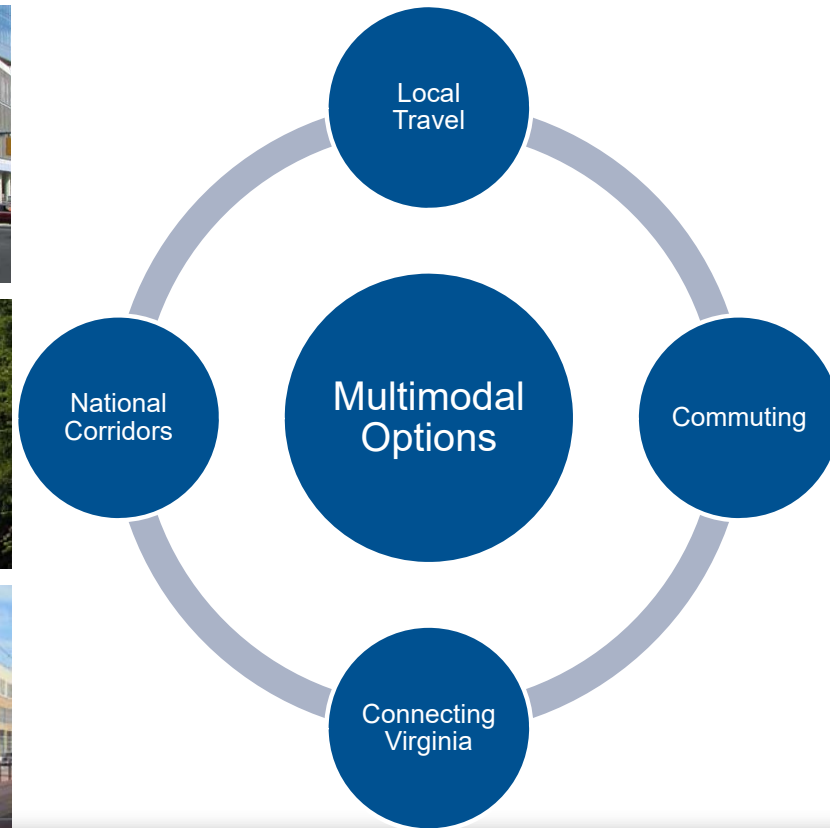
in Goods Moved Per Year



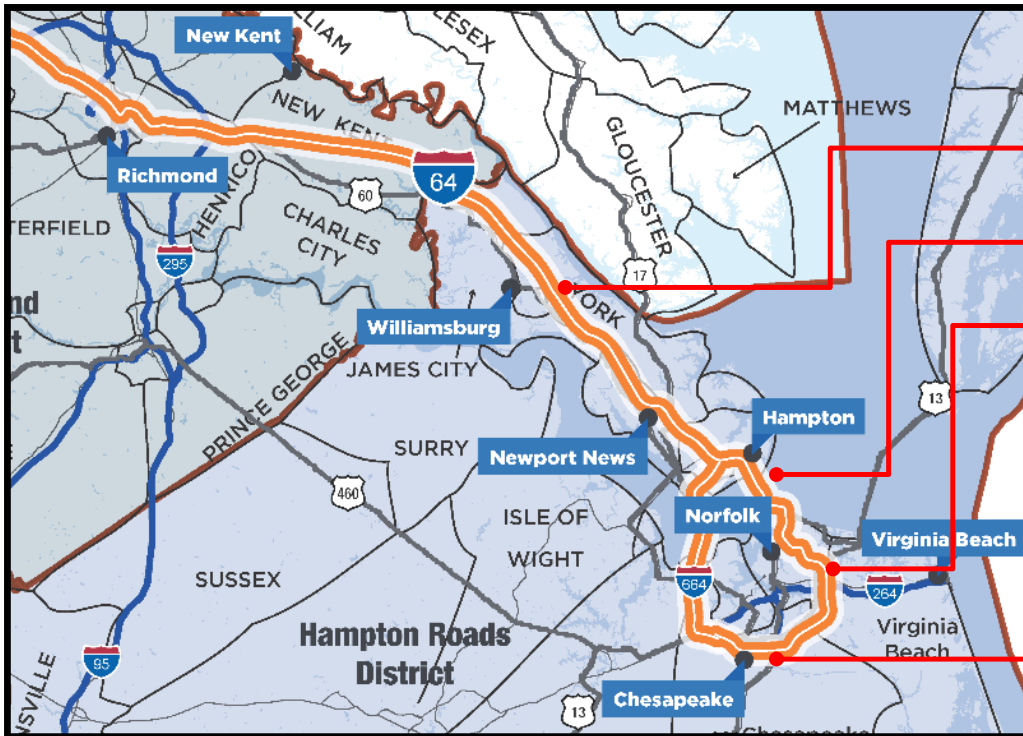
A Multimodal Corridor



- Bus
- Passenger rail (Amtrak)
- Freight rail
- Park-and-Ride lots
- Carpooling and vanpooling
- Commuting information and incentives



Current Investments in the Corridor



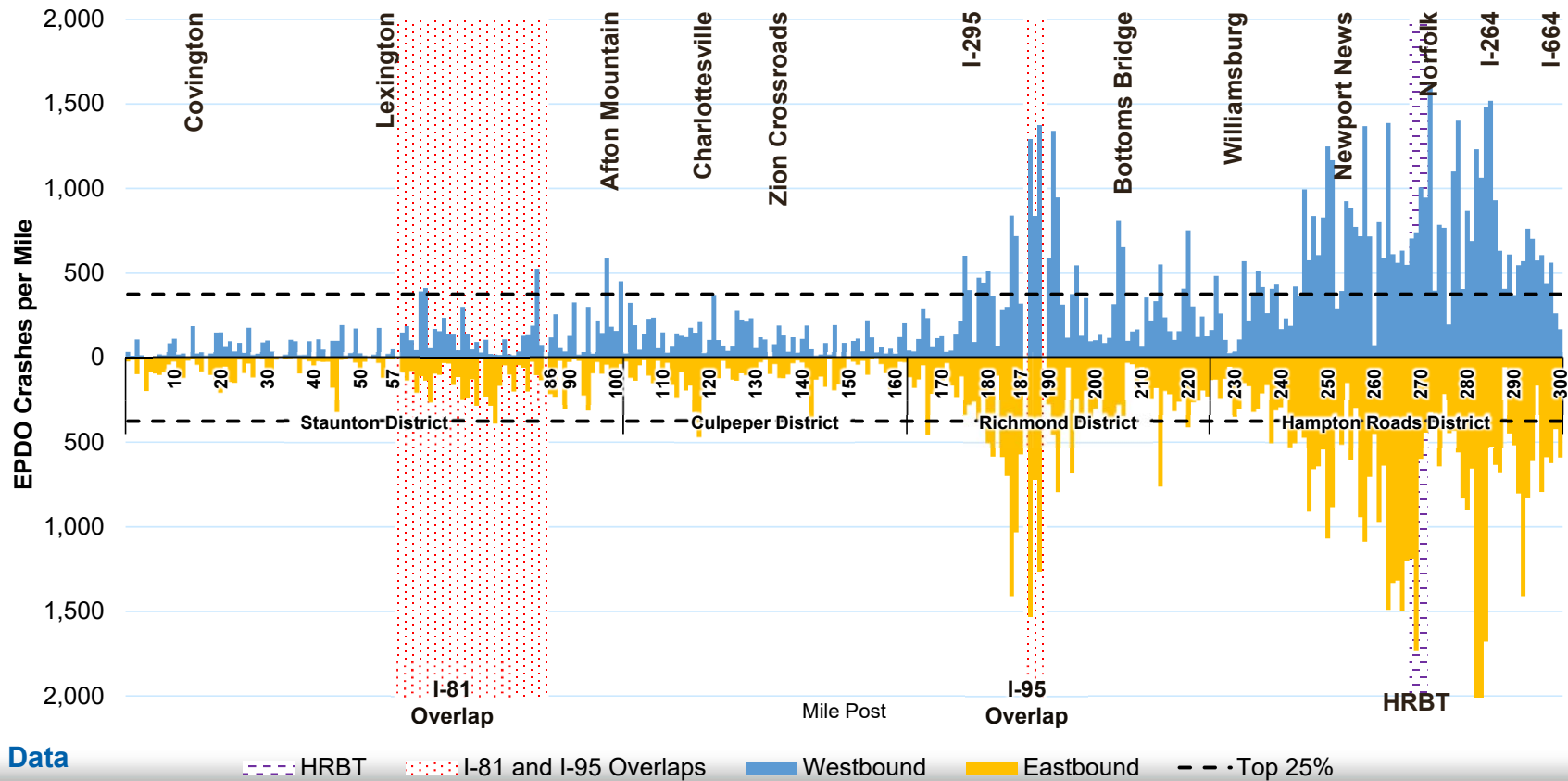
Hampton Roads Capital Projects

- I-64 Widening Segment 3
- Hampton Roads Bridge Tunnel
- Hampton Roads Express Lanes
- High-Rise Bridge Improvements

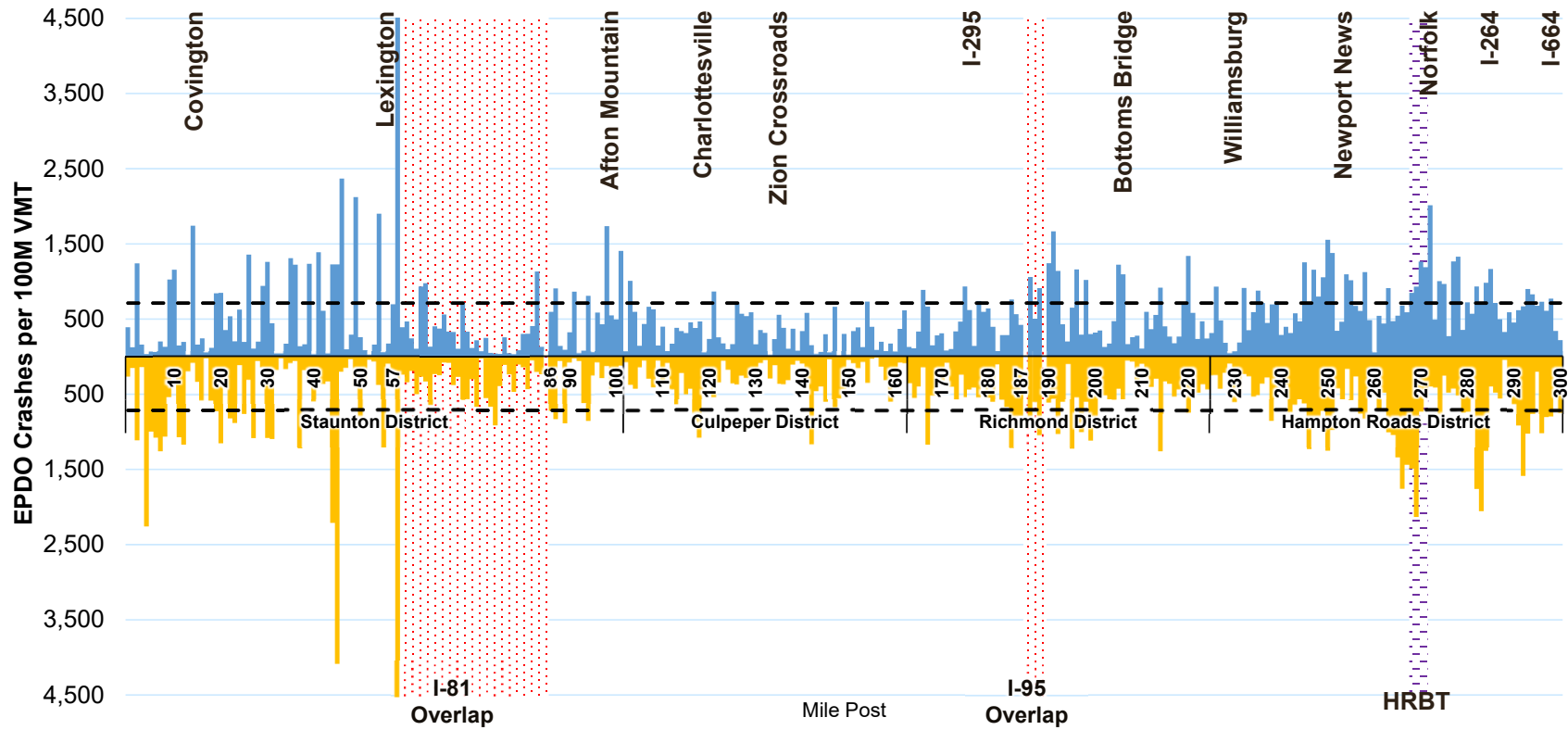
**>\$5 billion
in
investment**



I-64 Equivalent Project Damage Only (EPDO) Crashes Per Mile



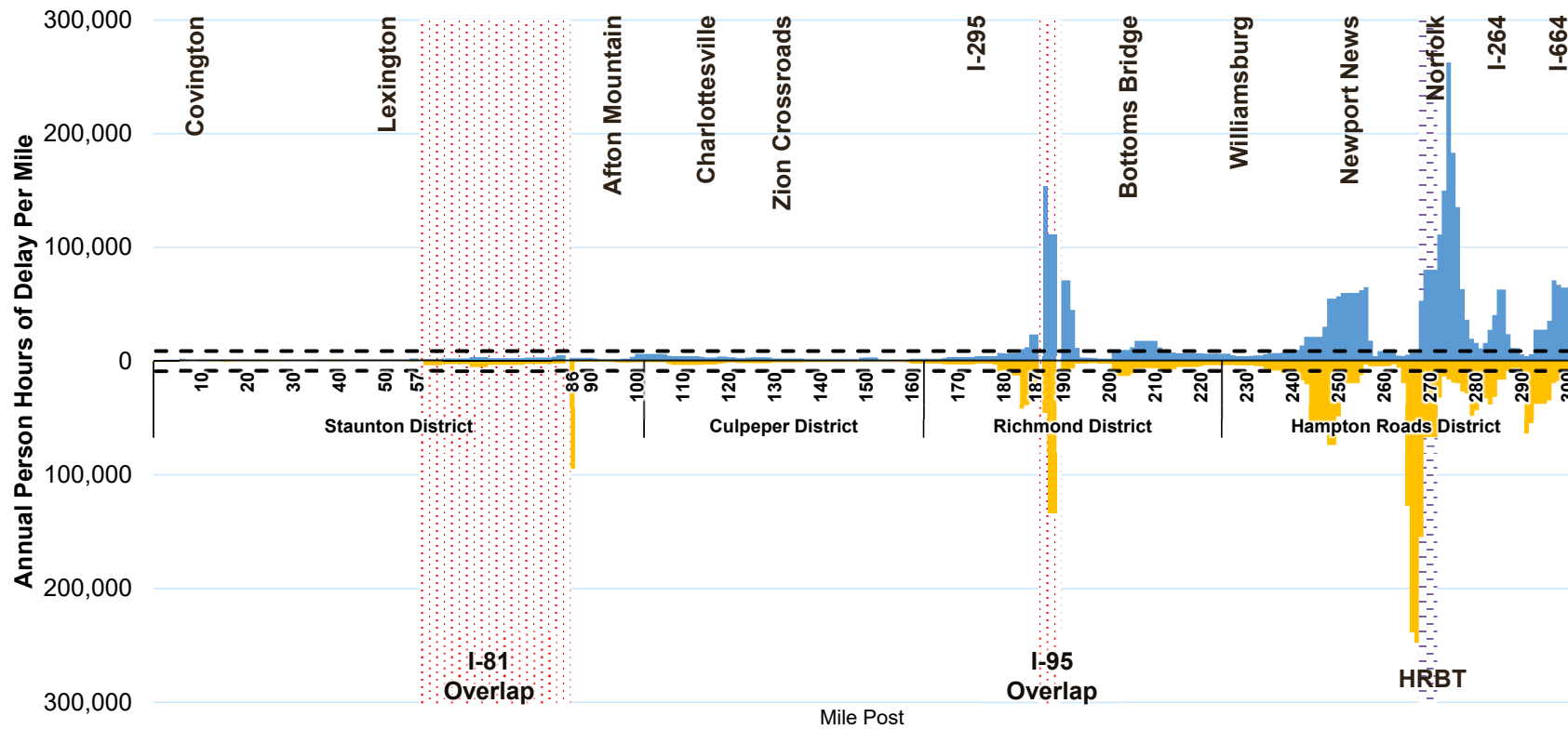
I-64 EPDO Crashes Per 100M VMT



2014-2018 Data

- - - HRBT
 - - - I-81 and I-95 Overlaps
 █ Eastbound
 █ Westbound
 - - - Top 25%

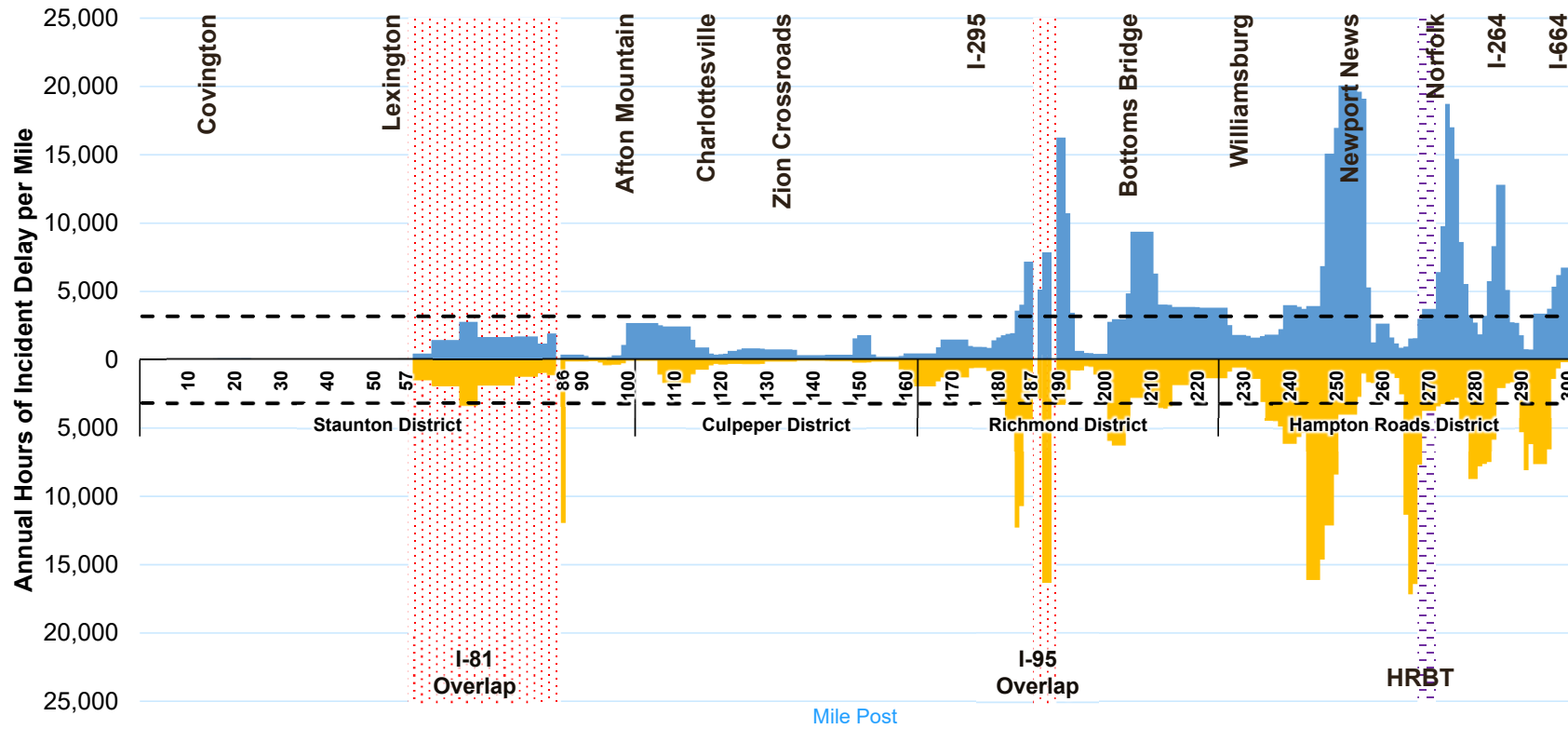
I-64 Annual Person Hours of Delay Per Mile



2014-2018 Data

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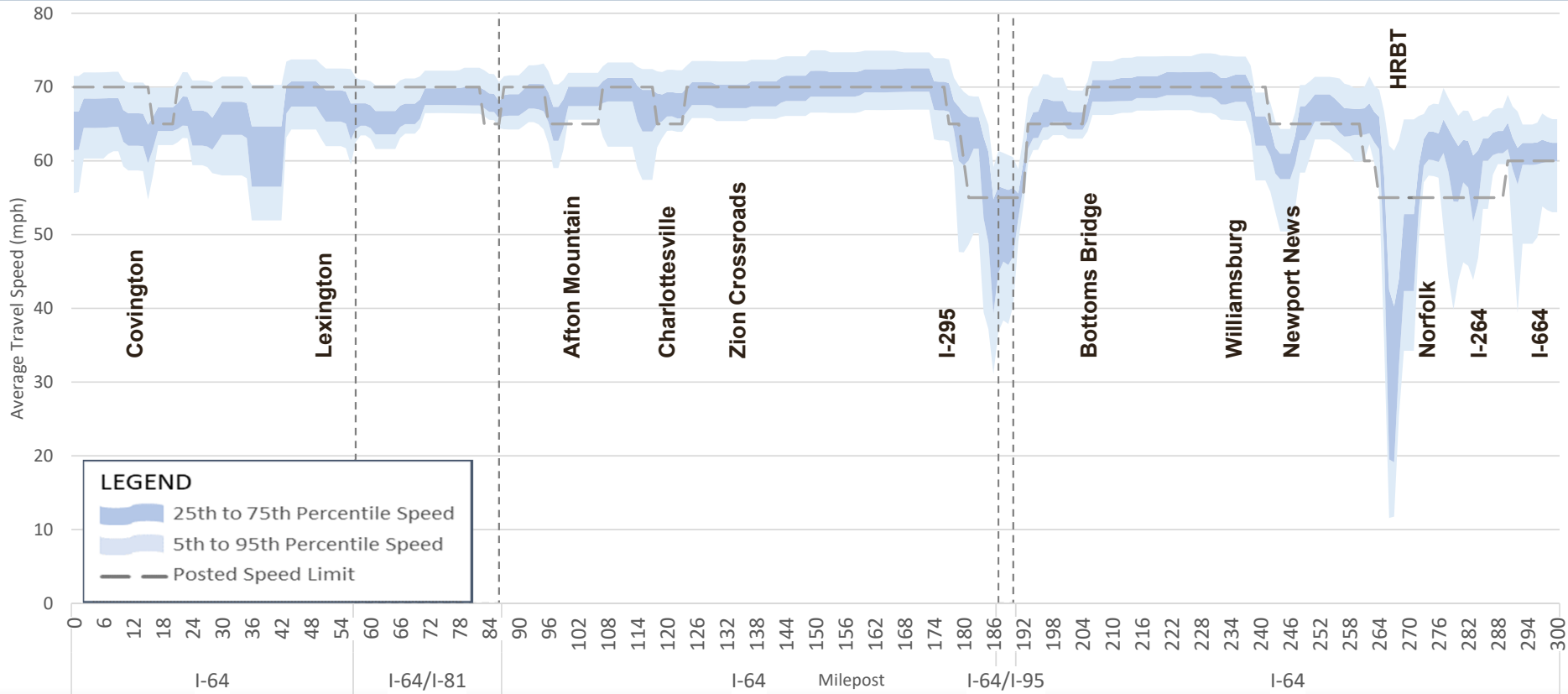
I-64 Annual Person Hours of Incident Delay Per Mile



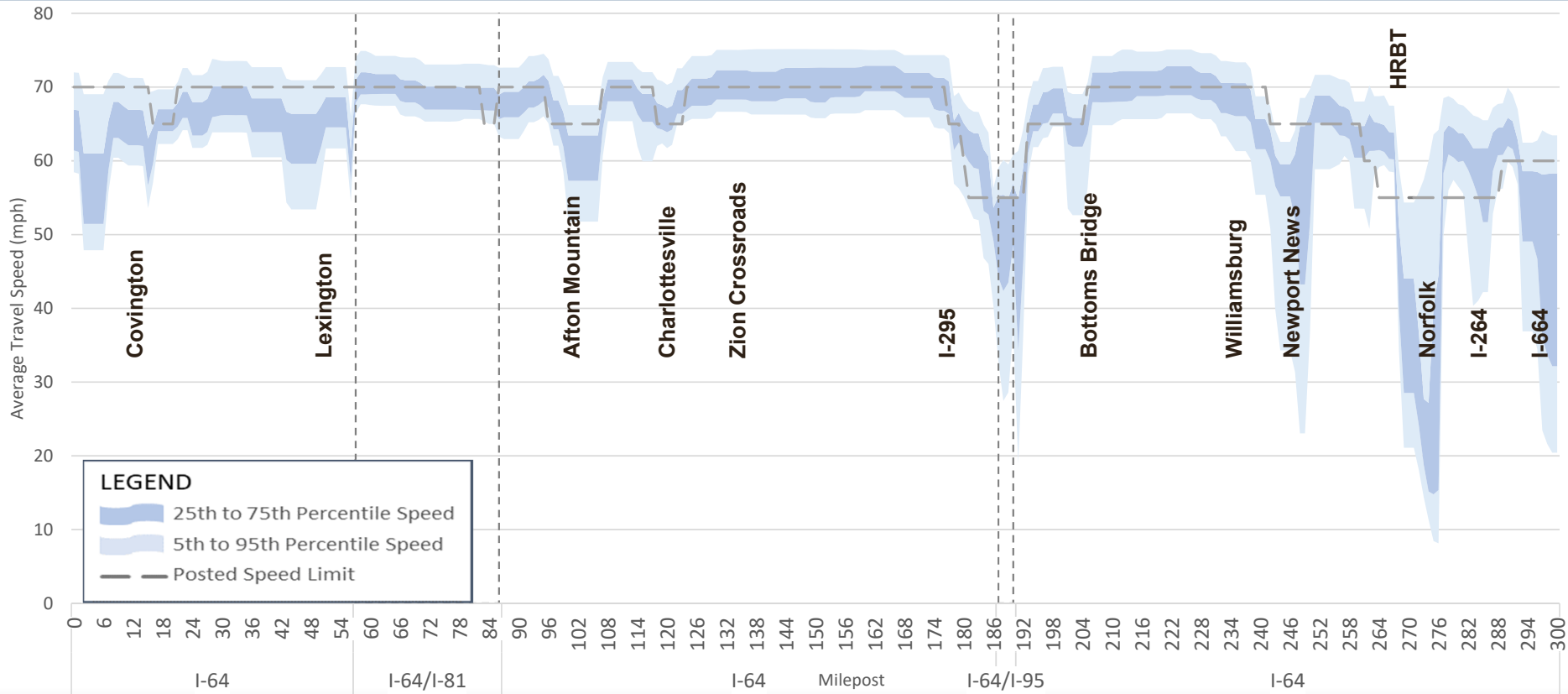
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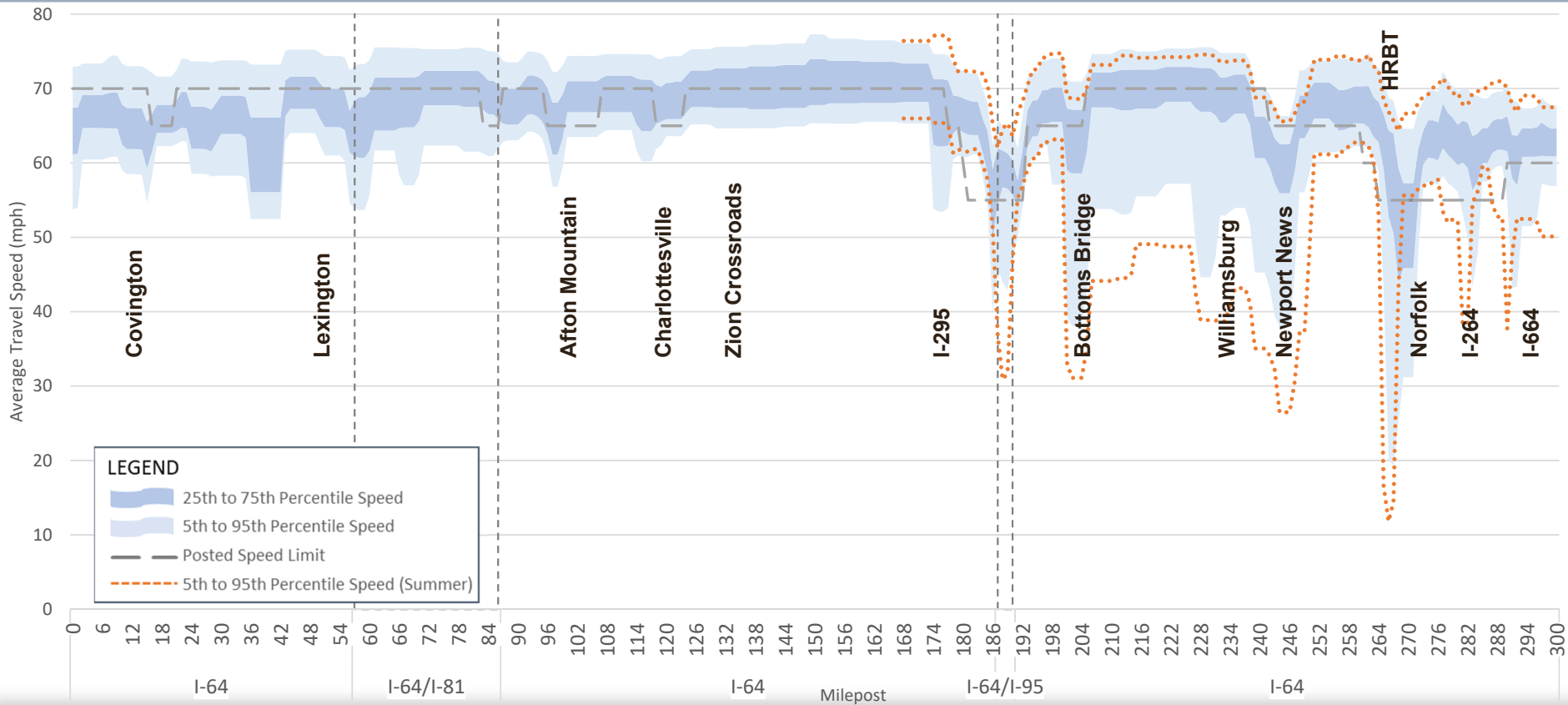
Reliability of Eastbound I-64 Tuesday-Thursday (6:00 - 9:00 AM), 2018



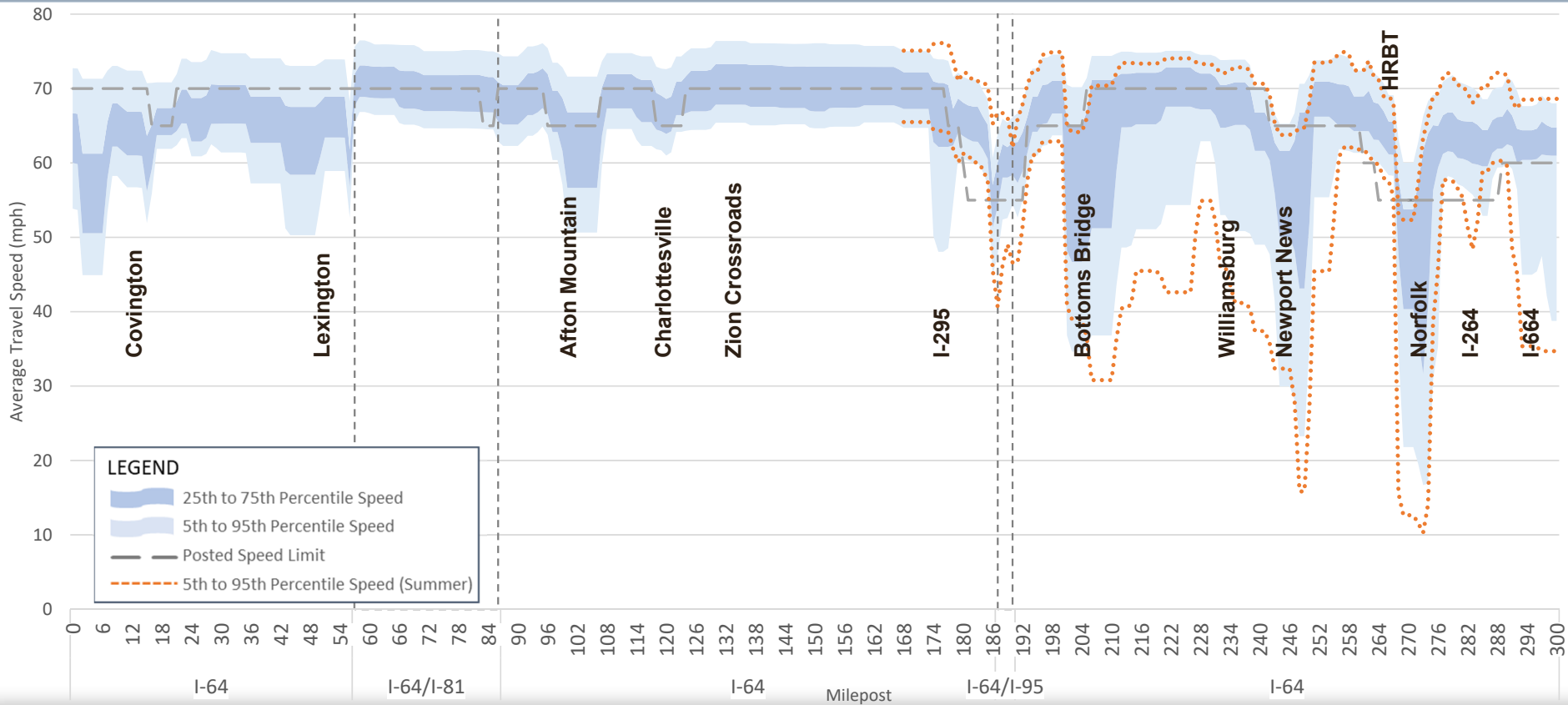
Reliability of Westbound I-64 Tuesday-Thursday (3:00 - 6:00 PM), 2018



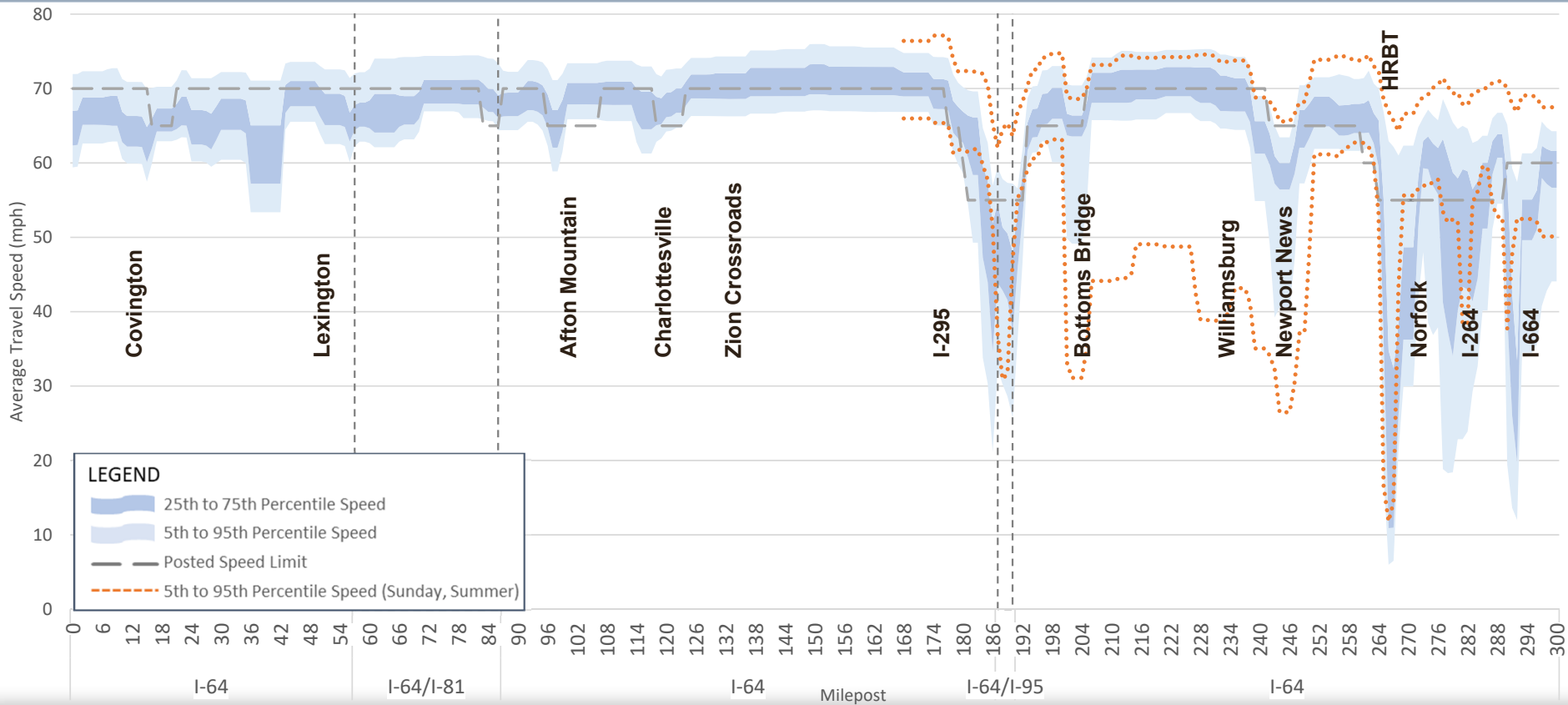
Reliability of Eastbound I-64 Sunday (9:00 AM - 6:00 PM), 2018



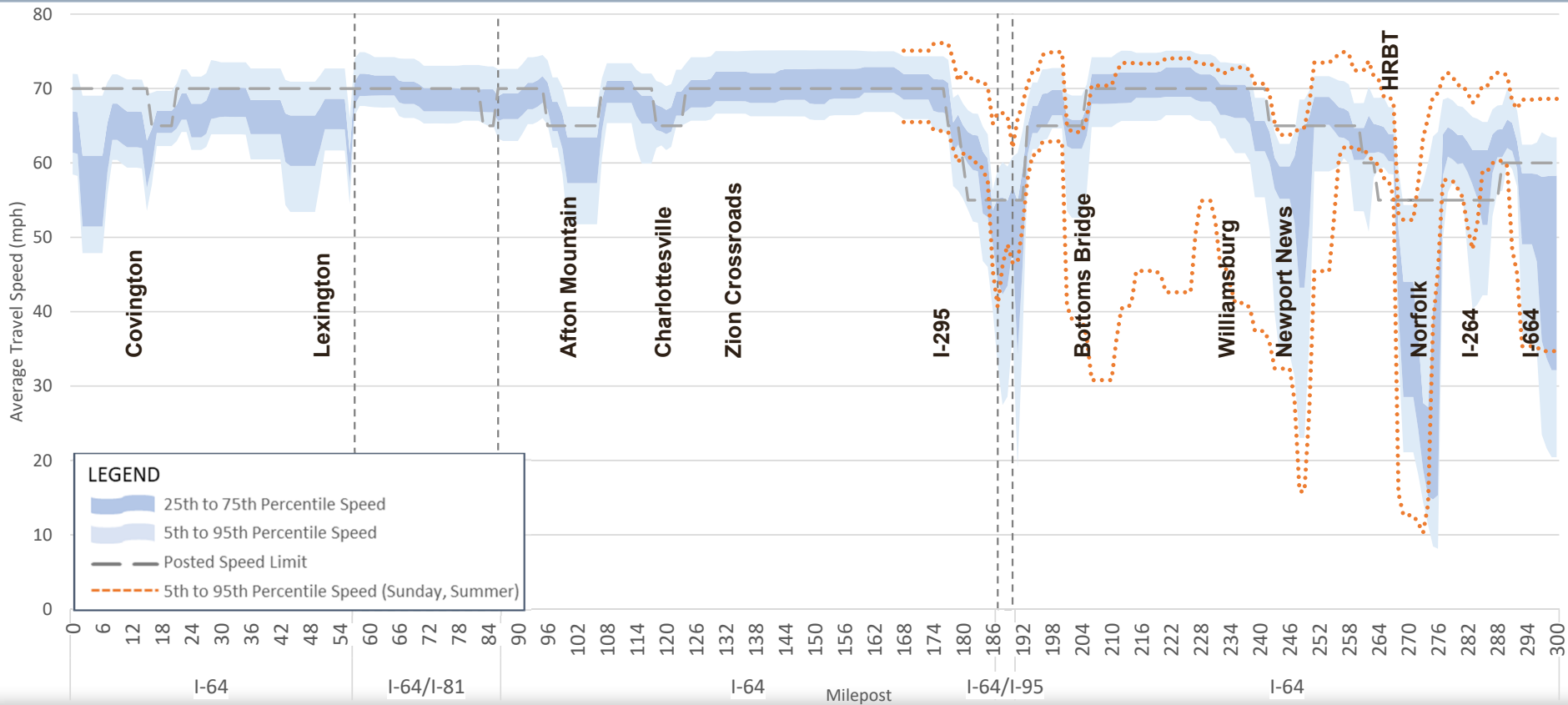
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Reliability of Eastbound I-64 Tuesday-Thursday (3:00 - 6:00 PM), 2018



Reliability of Westbound I-64 Tuesday-Thursday (3:00 - 6:00 PM), 2018



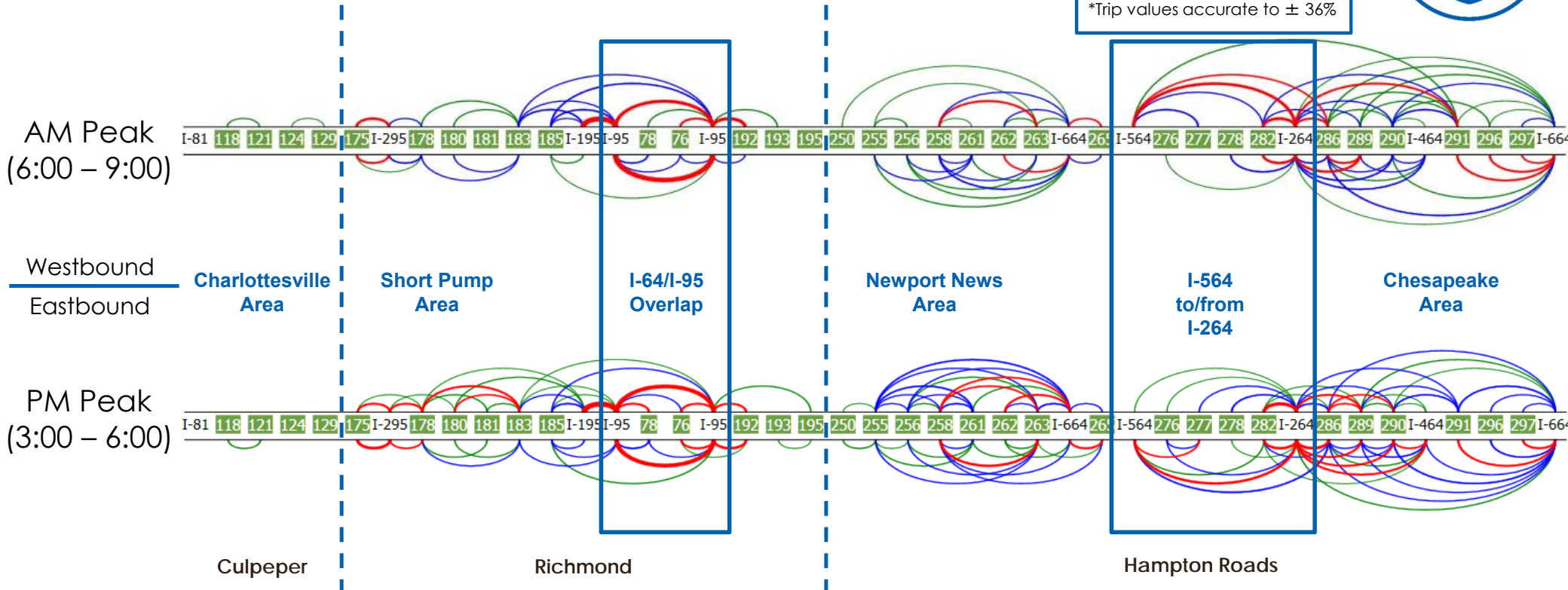
2018 Data

I-64 Tuesday-Thursday O-D

Legend

- (no line) 0 to 750 trips*
- 751 to 1,000 trips*
- 1,001 to 1,500 trips*
- > 1,500 trips*

*Trip values accurate to ± 36%



EXIT 118 US 29	EXIT 183 US 250 / Glenside Dr	EXIT 255 Jefferson Ave	EXIT 265 La Salle Ave	EXIT 289 Greenbrier Pkwy
EXIT 121 Scottsville Rd	EXIT 185 Staples Mill Rd	EXIT 256 Victory Blvd	EXIT 276 US 460	EXIT 290 Battlefield Blvd
EXIT 124 US 250	EXIT 186 W Laburnum Ave	EXIT 258 US 17	EXIT 277 Tidewater Dr	EXIT 291 US 17, Route 168
EXIT 129 Black Cat Rd	EXIT 192 US 360	EXIT 261 HR Center Pkwy	EXIT 278 Chesapeake Blvd	EXIT 296 US 17
EXIT 175 Route 288	EXIT 193 Nine Mile Rd	EXIT 262 Magruder Blvd	EXIT 282 US 13	EXIT 297 US 460
EXIT 178 US 250 (Short Pump)	EXIT 195 Laburnum Ave	EXIT 263 Mercury Blvd	EXIT 286 Indian River Rd	

2018 Data

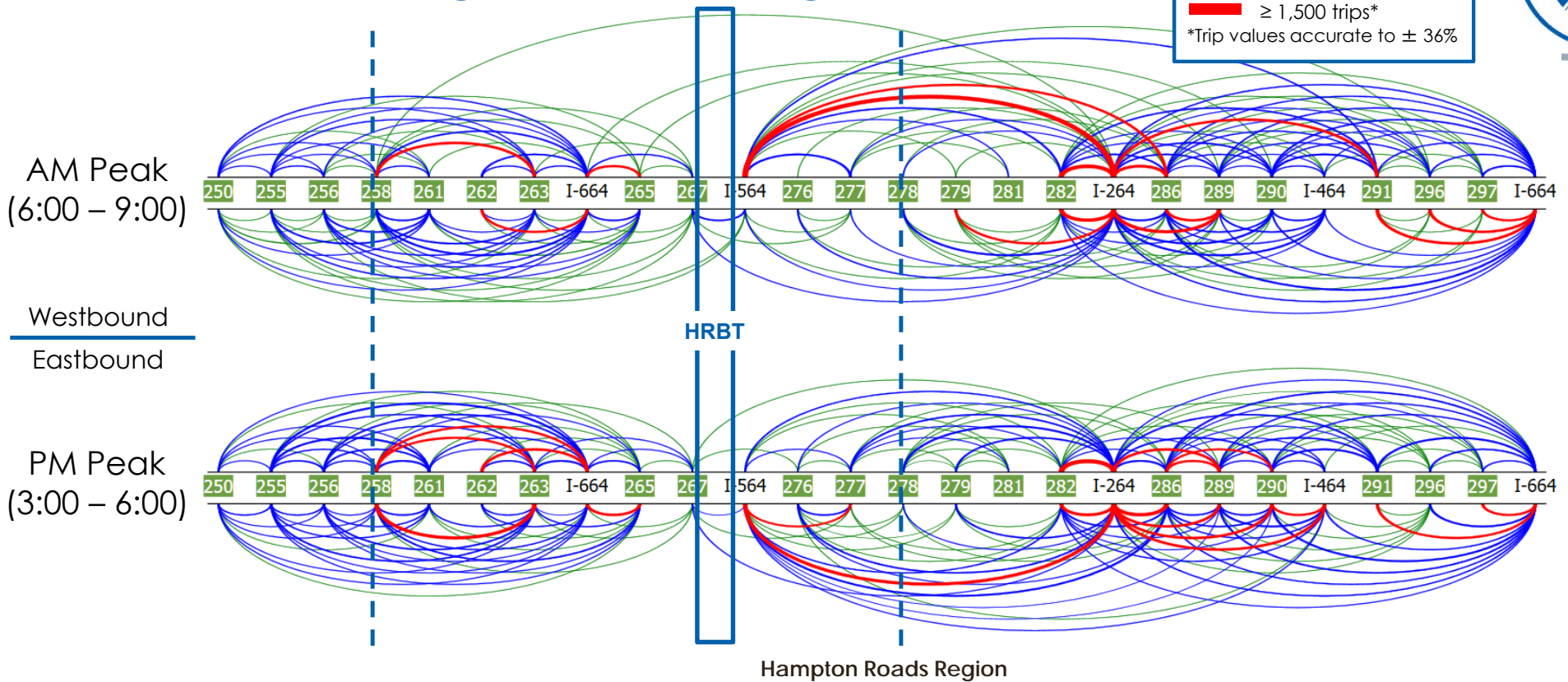
I-64 Tuesday-Thursday O-D



Legend

- (no line) 0 to 249 trips*
- Green line 250 to 499 trips*
- Blue line 500 to 1,499 trips*
- Red line ≥ 1,500 trips*

*Trip values accurate to ± 36%



EXIT 250 Ft. Eustis Boulevard	EXIT 261 Hampton Roads Center Parkway	EXIT 267 Settlers Landing Road	EXIT 279 Norview Avenue	EXIT 290 Battlefield Boulevard
EXIT 255 Jefferson Avenue	EXIT 262 Magruder Boulevard	EXIT 276 US 460	EXIT 281 Military Highway	EXIT 291 US 17, Route 168
EXIT 256 Victory Boulevard	EXIT 263 Mercury Boulevard	EXIT 277 Tidewater Drive	EXIT 282 US 13	EXIT 296 US 17
EXIT 258 US 17	EXIT 265 La Salle Avenue	EXIT 278 Chesapeake Boulevard	EXIT 286 Indian River Road	EXIT 297 US 460
			EXIT 289 Greenbrier Parkway	

2018 Data

I-64 Sunday O-D

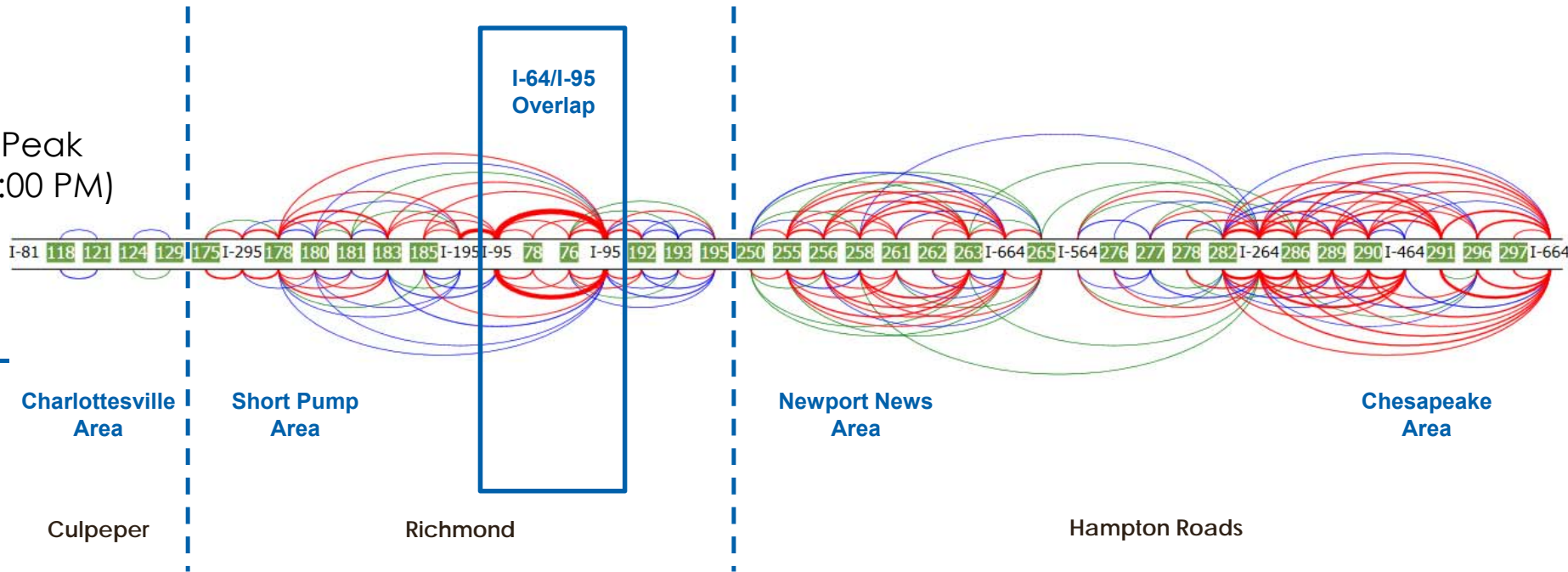
Legend

- (no line) 0 to 750 trips*
- 751 to 1,000 trips*
- 1,001 to 1,500 trips*
- > 1,500 trips*

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Weekend Peak
(9:00 AM – 6:00 PM)



EXIT 118 US 29	EXIT 183 US 250 / Glenside Dr	EXIT 255 Jefferson Ave	EXIT 265 La Salle Ave	EXIT 289 Greenbrier Pkwy
EXIT 121 Scottsville Rd	EXIT 185 Staples Mill Rd	EXIT 256 Victory Blvd	EXIT 276 US 460	EXIT 290 Battlefield Blvd
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Key Conclusions from Data Analytics

- Richmond and Hampton Roads Districts have the highest number of fatal and severe injuries per mile
- Staunton District has the highest rate of fatal and severe injuries per mile
- Hampton Roads District and the I-95/I-64 overlap in Richmond have the highest annual person-hours and incident-related delay per mile

Key Conclusions from Data Analytics, Cont.

- Travel time reliability in parts of the corridor is an issue
 - Between Richmond and Hampton Roads on weekends
 - In Richmond to the west of the Bryan Park interchange and in the I-95/I-64 overlap
 - In Hampton Roads on the I-64 and I-664 loop during the week in the peak periods

Key Conclusions from Data Analytics, Cont.

- Hampton Roads origin-destination (OD) analysis findings
 - Limited significant OD pairs for water crossings – Newport News Shipbuilding is an outlier
 - Key travel challenge in the region: trip data indicates dispersed employment centers and workforce
- Hampton Roads OD analysis and travel speeds analysis indicate the need for the HREL network on Peninsula and Southside

Tentative Schedule

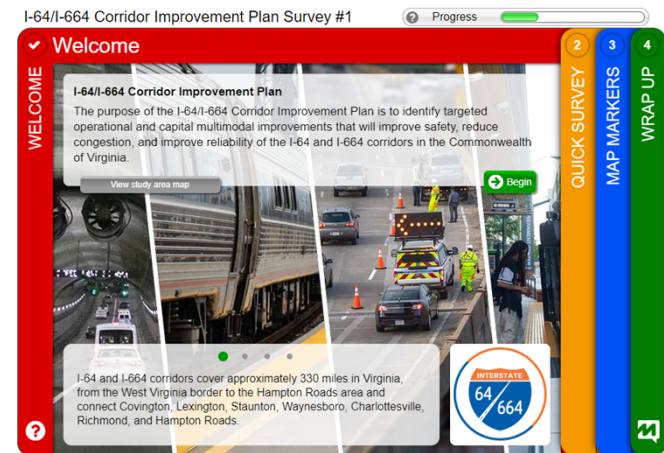


- July
 - CTB briefing
 - Virtual public meeting (review existing conditions)
- July/August: Finish draft potential improvements
- August: SMART SCALE-like analysis
- September-November: schedule next two public meetings
 - Second: review potential improvements
 - Third: review refined improvement recommendation packages

Virtual Public Meetings



- MetroQuest survey
- Narrated overview presentation
- Reference materials
 - Performance measures aerial boards
 - Operations boards
 - Multimodal boards
- FAQs from public questions



Study Website

VA64Corridor.org



Interstate 64 Corridor Improvement Plan

What's Happening

The Commonwealth Transportation Board (CTB), supported by the Office of Intermodal Planning and Investment (OIP), the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT), will study Interstate 64 (I-64) from the West Virginia state line to I-664 in Chesapeake to initiate a data-driven analysis for the development of the I-64 Corridor Improvement Plan (CIP) which will:

- Identify key problem areas along the corridor, and
- Identify potential solutions and areas for additional review and study.

As directed by the CTB, the study team will identify targeted improvements and incident management strategies for the corridor.

Public Briefings

The CTB will receive briefings during the study time frame.

- April 2020 CTB presentation briefing – Coming Soon
- View the CTB's study launch announcement

Study Duration: February-September 2020

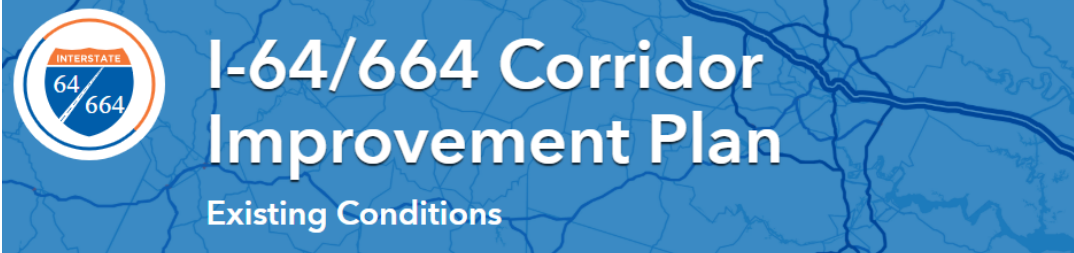
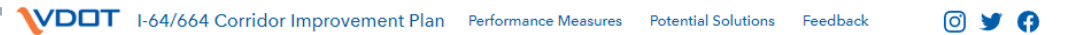
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Districts: Staunton, Culpeper, Richmond, Hampton Roads

Contact: Ben Mannell, project manager

Public Meetings Website

I-64-664PublicInfo.com



Welcome!

Thank you for joining us to learn more about the I-64/664 Corridor Improvement Plan existing conditions. This website is intended to introduce you to the study and give you an opportunity to provide input to the study team. Please begin by listening to the 3-minute project introduction video below.

On the top and bottom of this page, there are links to additional pages with information for you to review. The **Performance Measures** page describes the measures used in this study and then shows you where the study team is focusing its attention as they start to develop targeted improvements at the locations of greatest safety and congestion need. The **Potential Solutions** page shows many of the potential improvements that could be implemented in this corridor.

Most importantly, we are looking for you to provide feedback to the study team using the survey on the Feedback page. We know that data does not tell the whole story of congestion and safety in the corridor, which is why we are looking for your input. Using the survey, please take time to identify any issues you experience in the corridor and provide us with some of your recommended solutions to fix them. The study team will use this input as they develop potential solutions in the corridor including operations, multimodal, and highway capital improvements.

As we receive comments and questions, we will be developing a list of frequently asked questions with corresponding responses. We will be adding information to this website as the study progresses, so please stay connected with us.