



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-04**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING VDOT'S 6-LANE OPTION SEGMENTS 1 AND 2 (JEFFERSON AVENUE/EXIT 255 TO HUMELSINE PARKWAY/EXIT 242) WITH ONE ADDITIONAL LANE IN EACH DIRECTION (WITH THE APPLICATION OF CONTEXT SENSITIVE DESIGN, SUCH AS INCLUDING LANDSCAPING BETWEEN THE MEDIUM BARRIERS IF LANES ARE ADDED IN THE EXISTING MEDIAN) FOR IMMEDIATE AND INTERMEDIATE CONGESTION RELIEF ON THE CONDITION THAT THIS PREFERENCE WOULD NOT PRECLUDE THE I-64 PENINSULA 8-LANE EXPANSION OR FUTURE ASSOCIATED FUNDING.

WHEREAS, the I-64 Peninsula Study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton;

WHEREAS, the I-64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and approved by the Federal Highway Administration (FHWA) on October 24, 2012;

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purpose lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

WHEREAS, at its March 6, 2013 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) recommended Alternative 1A as the preferred alternative, with the caveat that Context Sensitive Design be applied, as well as a phased approach (build in fundable segments) for construction of the project;

WHEREAS, the Commonwealth Transportation Board "approved Alternative 1 (a combination of Alternative 1A and 1B) – general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis" – as the Preferred Alternative at its April 17, 2013 meeting;

WHEREAS, the Draft FY 2014-2019 Six-Year Improvement Program, released May 15, 2013, includes \$100 million for the reconstruction with added capacity to the I-64 corridor from Newport News to Williamsburg; and

WHEREAS, at its May 16, 2013 Retreat, the HRTPO Board expressed a consensus to support the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization endorses VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.



Molly J. Ward
Chair

Hampton Roads Transportation
Planning Organization



Dwight L. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization